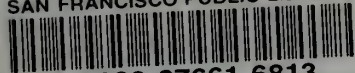


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**City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)**

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**Notice of Regular Meeting and Agenda
for**

**Thursday, January 6, 2005 at 5:30pm
1145 Market Street, 5th Floor (Main Conference Room)
San Francisco, California**

01-03-05 A11 11 RCVD

Members:

Daniel Murphy (Chair), Steve Ferrario (Vice Chair), Mary Burns, Sue Cauthen,
Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey,
Bruce Oka, Cesar Perez, Norman Rolfe, Dorris Vincent, Daniel Weaver
(2 Vacancies)

Committees:

Engineering, Maintenance & Safety (EMSC)

Daniel Weaver (Chair), Steve Ferrario, Bruce Oka

Finance & Administration (FAC)

Daniel Murphy (Chair), Emily Drennen, Griffith Humphrey, Bruce Oka

Operations & Customer Service Committee (OCSC)

Joan Downey (Chair), Mary F. Burns, Sue Cauthen, Daniel Murphy, Norman Rolfe

Planning & Marketing Committee (PMC)

Bruce Oka (Chair), Emily Drennen, Norman Rolfe, Dorris Vincent

NOTES:

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**Municipal Transportation Agency Citizens' Advisory Council
401 Van Ness Avenue Room 334 - San Francisco, CA 94102-4524
(415) 554-6873 FAX (415) 554-4103**



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**Municipal Transportation Agency
Citizens' Advisory Council (CAC)
City & County of San Francisco**

AGENDA

**Regular Meeting
for
Thursday, January 6, 2005 at 5:30pm
1145 Market Street, 5th Floor (Main Conference Room)
San Francisco, California**

Item #	Item	Estimated Time
1.	Call to Order/Roll Call	5:30
2.	Public Comment - Concerning any issue within the jurisdiction of the Council not on the agenda.	5:33
3.	Report of the Chair Daniel Murphy (MTA CAC Chair)	5:40
4.	Staff Report Paul Czechowicz (MTA CAC Staff Liaison)	5:50
Staff-Initiated Items		
5.	MTA FY 2006 Budget (Discussion/Action)	6:00
6.	Use of Parking Meter Zones by Hybrid and Clean Air Vehicles. Adding San Francisco Traffic Code Section 202.F to provide free use of parking meter zones by hybrid vehicles and clean air vehicles displaying a decal issued by the State of California, when it is otherwise lawful for the vehicle to park continuously in the same zone and within the prescribed time limits, from July 1, 2005 until June 30, 2006. (Discussion/Action)	6:25
Council-Initiated Items		
7.	Council Members' Questions and Comments	6:50
8.	Agenda planning for February meeting. Tentatively Scheduled Next Regular Meeting: Thursday, February 3, 2005, 5:30pm, 1145 Market Street, 5 th Floor (Main Conference Room).	6:55
9.	Adjournment	7:00

Attachment for Item 6

[Use of Parking Meter Zones by Hybrid and Clean Air Vehicles.]

Ordinance adding San Francisco Traffic Code Section 202.F to provide free use of parking meter zones by hybrid vehicles and clean air vehicles displaying a decal issued by the State of California, when it is otherwise lawful for the vehicle to park continuously in the same zone and within the prescribed time limits, from July 1, 2005 until June 30, 2006.

Note: Additions are single-underline italics Times New Roman;
deletions are ~~strikethrough italics Times New Roman~~.
Board amendment additions are double underlined.
Board amendment deletions are ~~strikethrough normal~~.

Be it ordained by the People of the City and County of San Francisco:

Section 1. The San Francisco Traffic Code is hereby amended by adding Section 202.F, to read as follows:

Sec. 202.F. USE OF PARKING METER ZONES BY HYBRID VEHICLES AND CLEAN AIR VEHICLES DISPLAYING A DECAL ISSUED BY THE STATE OF CALIFORNIA.

Notwithstanding any other provision of this Article, any hybrid vehicle or clean air vehicle displaying a decal issued by the State of California shall be entitled to park such vehicle free of charge in any parking meter zone during all hours when it is otherwise lawful for the vehicle to park continuously in the same zone. Time limit requirements for parking in the parking meter zone shall remain in effect.

A hybrid vehicle shall mean a vehicle that utilizes both gasoline and electric power engines in order to significantly reduce auto emissions and increase fuel efficiency.

A clean air vehicle must display the State of California issued "Clean Air Vehicle" decal in a readily visible location in order to be entitled to park free of charge in any parking meter zone.

FILE NO.

ORDINANCE NO.

Section 2. The provisions of this ordinance shall be operative from July 1, 2005 until June 30, 2006.

APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

By: _____
JOHN I. KENNEDY
Deputy City Attorney

return to CAC agendas and minutes

**About Muni: Boards and Committees:
CAC January 6, 2005, minutes
City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (MTA CAC)**

**FINAL MINUTES
of
Regular Meeting**

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Thursday, January 6, 2005 at 5:30 p.m.

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San Francisco, California

1) **Call to Order / Roll Call** (Agenda Item 1). The regular meeting of the Municipal Transportation Agency citizens' Advisory Council (MTA CAC) was called to order at 5:35 p.m., Thursday, January 6, 2005. Daniel Murphy (chair) presided. A quorum was present including the following:

MTA CAC Members Present at Roll Call: Daniel Murphy (Chair), Steve Ferrario (Vice Chair), Mary Burns, Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey, Bruce Oka, Cesar Perez, Norman Rolfe, Dorris Vincent, Daniel Weaver.

MTA CAC Members absent at Roll Call:

MTA CAC Absent: Sue Cauthen

San Francisco Municipal Railway [Muni] Staff: Paul Czechowicz (MTA CAC Liaison), Alicia Fletcher (MTA Finance and Administration).

Department of Parking and Traffic [DPT] Present: Diana Hammons (DPT)

Board of Supervisors: Jennifer Entine-Matz (legislative aid to Supervisor Michela Alioto-Pier)

Community Representatives Present: Jeremy Nelson, Transportation for Livable Cities

2) **Public Comment – Concerning any issue within the jurisdiction of the Council and**

not noted on the agenda**3) Report of the Chair: Daniel Murphy (MTA CAC Chair)**

Inner Geary Plan for the funding of the streetscape improvements. On the matter of the removal of 5 stops, BOS voted 9 to 1 (Supervisor Sean Elsbernd dissenting), to reduced the proposed removal of 5 stops to removing 3 stops. Tenderloin residents were present at the BOS meeting to voice concerns regarding stop removals.

Michael Burns, MUNI Executive Director, is still consulting with the MTA Board on the Inner Geary Plan.

Daniel Murphy (MTA CAC Chair) has been away out of town. He requests the patience of the Council as he is presently giving all his pending E-mails his prompt attention. Feel free to call him with any pressing questions.

· Question from Daniel Weaver: has there been more information on the position taken by the CAC as to the Concourse Garage? Answer: No response yet, Muni is still working with the Concourse Authority to resolve issues. Joan Downey, with update, adds that Mr. Elzy last explained that using one entrance it would be difficult/impossible to use the South pod. The connection between the North pod, the originally designed entrance, and the South pod are of the same width as the Northern entrance. Another speaker explains that the best of the solutions, option #1, was unacceptable because it precluded a separate bus lane going into the Concourse area.

4) Staff Report: Paul Czechowicz

Mr. Czechowicz will E-mail the report to the council members when it is completed.

Noted changes:

a) This is Alicia Fletcher's last meeting as Budget Director as she moves on to the Planning Department as Administration Head or Director of Administration,

b) Julia Dawson of DPW has transferred to the Fire Department,

c) Debra Reed, effective January 18, 2005, will be replacing Mr. Vincent Dunlap as the new CAC secretary. CAC wishes Mr. Dunlap well with his new endeavors.

d) Janet Michaelson is currently on vacation, but will continue as DPT Liaison to the CAC.

Staff-Initiated Items**5) MTA FY 2006 Budget: Alicia Fletcher**

The deficit of \$10 to \$15 million has been revised to \$15 to \$18 million for fiscal year 2005 driven by the significantly rising cost of fuel and the failure of the November's tax measures. Salaries and retirement contributions are also affecting the budget. Another contributing factor was that anticipated service reductions that were not implemented.

Budget strategies include looking at restricting overtime, limiting materials/supplies, using Breda lease-leaseback funds, and working with Transport Workers Union on modified

service changes. Revenues from advertisements have increased.

The next few MTA Board meetings will cover revenue and expenditure solutions, followed by putting together a package driven by stakeholders and policy makers.

a) Question from Dorris Vincent: what is meant by materials and supplies? Ms. Fletcher responds these would be for materials for vehicle repairs.

b) Question from Emily Drennen regarding the view of doing the integrated DPT/MUNI Budget for next year especially in view of staff changes including Ms. Fletcher's job? Ms. Fletcher answered that this presentation was not prepared to give a clear picture of getting integrated at this time. The topic will be addressed at the next board meeting, however the joining of the funds is technically projected for sometime in the summer.

c) Question from Dorris Vincent regarding the new Light Rail service on Third Street, will it be more costly than running the #15, and will that be only at start up or will that be an on-going financial impact? Answer, while faster and more customer-friendly, light rail is more expensive to operate than traditional buses.

d) Question from Norman Rolfe asking what different solutions are being pursued, such as raising garage rates, approaching BOS to raise meter rates and parking fines. Ms. Fletcher answers that the January 18, 2005 Board meeting will be about revenue proposals which would including various budget solutions.

e) Question from Steve Ferrario (Vice Chair), referring to an item in the presentation on revenue changes for Muni, is this a result of increase in fares or a result of increase in riders that Muni is hoping to have? Ms. Fletcher answers that it is an increase in riders.

f) Question from Daniel Murphy (Chair), was the only reason that the contemplated service cuts from last year didn't go in to affect due to lack of the CEQA State of Emergency finding from the MTA Board? Ms. Fletcher answers that some of the service reductions that required environmental review were not feasible for this year. To implement the remaining service reductions, Muni is required through the MOU to confer with the union on a general signup to incorporate the needed changes. The union's current stand on the proposed general signup is negative.

g) Dorris Vincent said that a sign-up occurred in September 2004. Ms. Fletcher responded that September 2004 was a Divisional signup versus the present General signup issue.

h) Question from Joan Downey, is the union's objection due to possible concerns over personnel reduction? Ms. Fletcher responds that service reductions are easily implemented due to the high attrition rate, however overtime would be impacted.

"Public Comment"

a) David Pilpel asks, on unplanned budget cuts, how many runs are not going out now, either because of budget or not because of budget and what level of missed service would be required to balance the budget, i.e.; without the Signup, how will the budget be affected; if we don't do something, then 50 or 100 runs a day will be missing; if drivers don't show up to work and there are no extras, then that's it, no service? This can be good information to clearly report to the council as part of budget advocacy. MTA must make tough decisions.

b) Jeremy Nelson comments on looking into building a Rainy Day fund, some sort of surplus fund during the healthy economy years to be utilized during the tough times.

6) Use of Parking Meter Zones by Hybrid and Clean Air Vehicles.

Adding San Francisco Traffic Code Section 202.F to provide free use of parking meter zones by hybrid vehicles and clean air vehicles displaying a decal issued by the State of California, When it is otherwise lawful for the vehicle to park continuously in the same zone and within the prescribed time limits, from July 1, 2005 until June 30, 2006: Diana Hammons and Jennifer Entine-Matz

Ms. Diana Hammons opens with a presentation on the legislation sponsored by Supervisor Michela Alioto-Pier also supported by Mayor Gavin Newsom. MTA CAC recommends to MTA and BOS to oppose legislation allowing free use of parking meter zones for Hybrid and Clean Air vehicles. Permits would allow tracking the number of vehicles utilizing the exemption and to determine at the end of the 12-month period the potential revenue impact. DPT is not taking a position on this issue because it is a policy issue the elected officials have conceived.

a) Question from Daniel Murphy (Chair) if there has been any estimate on the revenue impact. Ms. Hammons responds that efforts to query DMV, Department of the Environment, California Air Resources Board, various, yielded no success on estimated vehicles registered in San Francisco or the Bay Area.

b) Question from Steve Ferrario (Vice Chair), probing the possibility of meter abuse, i.e., parking all day. Ms. Hammons responds that this issue has been taken under consideration.

c) Question from Dorris Vincent, inquires about controls of non-bay area vehicles.

d) Ms. Hammons responds that this trial would only apply for San Francisco permits.

e) Comment from Norman Rolfe, objects to the project as it further reduces revenue to our already existing revenue shortfalls and built-in deficits. Additionally, this is supposed to be a Transit First city, whereas this legislation encourages more automobiles, which causes more traffic congestion.

f) Comment from Emily Drennen, a lot of people are transit riders. People who can afford a car at all can't afford to buy a hybrid vehicle. Parking costs is a huge deciding factor for parking and operating cars. For those affording these cars, it increases car-ownership and again impacts pedestrians, bicyclists, collision rates and slow down transit.

g) Comment from Art Cimento, the purpose of the legislation is to encourage hybrid purchases. Doubts that any decisions to buy hybrids are based on getting free meter parking. Free meter parking would merely be a giveaway rather than an incentive.

None of the CAC members spoke in favor. A Council member stated two reasons for disfavor; that we have a Transit First City and that this legislation doesn't really match the policy.

Motion:

Norman Rolfe moves that the MTA CAC recommends to the BOS a NO vote on this legislation. Dorris Vincent seconded the Motion to oppose.

Daniel Murphy (Chair) entertained a motion from Mr. Rolfe: The MTA CAC recommends that the Board of Supervisors and the MTA Board oppose legislation allowing free use of parking meter zones by hybrid vehicles and clean air vehicles.

A CAC member offered to testify with the litany of issues along with a letter outlining reasons/objection. Also, he will cc/copy the letter to the CAC Council.

“Public Comment”

a) Jeremy Nelson, Transportation for Livable City, strongly opposes this legislation, stating several reasons including:

i. Does not feel that free parking at meters is a strong enough incentive to influence car purchase decisions,

ii. Free meters will encourage increased driving by existing hybrid car owners, aggravating Muni delays and traffic congestion,

iii. Will cut into Muni revenue from Parking Meters,

iv. Studies indicate that American Hybrids while using electric power are less gas efficient than gas powered vehicles.

b) Mr. Nelson would like the CAC to support, for example, a Gas Guzzler surcharge or gas tax for fuel inefficient vehicles or a Residential Permit Parking surcharge for vehicles, based on their length and weight.

c) David Pilpel expresses concerns on administrative costs, i.e., staff, time and processing of parking decals. He is in favor of incentives within the City structure without losing any parking revenue, which would be not free, such as priority parking spaces within garages, similar to disabled spaces.

Ms. Hammons adds that another parking rate proposal will be presented to the MTA Board in another week, a request to the Mayor for a 25% monthly discount at garages for hybrids and alternative fuel vehicles.

Jennifer Entine-Matz (just arriving), a legislative aide to Supervisor Michela Alioto-Pier, echoed the points on the proposed legislation for a one-year trial of free parking at meters for hybrid vehicles.

Various CAC board members reiterate the CAC points of objection.

With Motion to oppose and with the seconded Motion already spoken, all present CAC Members voted to approve the motion from Mr. Rolfe.

Council-Initiated Items

7) Council Members' questions and Comments:

a) Question from Norman Rolfe, what is the progress on the Planning Director search. Paul Czechowicz responds that there are three deputy-level positions posted on the Web. A CAC member added that applications have been received.

b) Question from Steve Ferrario (Vice Chair), if there has been any decision on the alignment of the Central Subway. Daniel Murphy (Chair) responds that Rescue Muni has been involved, but no word as to the progress.

c) Comment from Emily Drennen in searching for good resource information, she found some really great magazines containing a wealth of information such as "Governing" with information on each state, locality, who's in charge, etc. "Mass Transit" is another good source. These monthly magazines are free and available through on-line signup.

d) Concerns from Joan Downey:

i. Someone brought up an issue about the traffic signal timing on Geary Street before the BOS meeting. Starting from Masonic down to the oceanfront, the signal lights' timing needs to be reprogrammed. Paul Czechowicz will look into the matter of programming signal lights.

ii. Reports a letter was written to DPT regarding problems with delivery trucks double-parking on Cole Street between Carl and Parnassus. Bus flow is impacted.

e) Question from Daniel Weaver reporting that merchants on Ocean Avenue are requesting that their customers be given more time than 1 hour on parking meters. What DPT process is available? Paul Czechowicz will look into the matter for Mr. Murphy.

"Public Comment"

a) David Pilpel suggested to invite Jack, Harvey or somebody from the Traffic Engineering side along with Janet Michaelson (Liaison) to address questions on how they get requests, response timeframe, and how requests should be routed.

8) Agenda planning for February meeting:

February's meeting will likely be Budget focused. Budget package is due to be presented before the MTA Board in February. Would like the CAC Council to review the budget package developed by the new finance staff before February 3, 2005. Possibly a special full CAC meeting may be called for later in February.

In view of the upcoming holidays, Martin Luther King's Birthday and Washington's Birthday, both the PMC and OCSC committees need to reschedule those meetings.

9) **Adjournment** Meeting adjourned at 7:30

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Page last updated May 6, 2005.



**City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)**

**Notice of Rescheduled Regular Meeting and Agenda
for**

**Tuesday, February 8, 2005 at 5:30pm
1145 Market Street, 5th Floor (Main Conference Room)
San Francisco, California**

Members:

Daniel Murphy (Chair), Steve Ferrario (Vice Chair), Mary Burns, Sue Cauthen,
Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey,
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(2 Vacancies)

Committees:

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Daniel Weaver (Chair), Steve Ferrario, Bruce Oka

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**Municipal Transportation Agency
Citizens' Advisory Council (CAC)
City & County of San Francisco**

AGENDA

**Notice of Rescheduled Regular Meeting and Agenda
for
Tuesday, February 8, 2005 at 5:30pm
1145 Market Street, 5th Floor (Main Conference Room)
San Francisco, California**

Item #	Item	Estimated Time
1.	Call to Order/Roll Call	5:30
2.	Adopt Minutes of January 6, 2005 (Attachment) (Discussion/Action)	5:33
3.	Public Comment - Concerning any issue within the jurisdiction of the Council not on the agenda.	5:38
4.	Report of the Chair Daniel Murphy (MTA CAC Chair)	5:45
5.	Staff Report Debbie Denison acting for Paul Czechowicz (MTA CAC Staff Liaison)	5:55
Staff-Initiated Items		
6.	MTA FY 2006 Budget Shannon Gaffney, (Acting MTA Budget Director) (Discussion/Action) Finance & Administration Committee Recommendations (Discussion/Action)	6:05
Council-Initiated Items		
7.	Council Members' Questions and Comments	7:20
8.	Agenda planning for February meeting. Tentatively Scheduled Next Regular Meeting: Thursday, March 3, 2005, 5:30pm, 1145 Market Street, 5 th Floor (Main Conference Room).	7:25
9.	Adjournment	7:30

Attachment Agenda Item 2

Draft Minutes for CAC Meeting of January 6, 2005

return to CAC agendas and minutes

About Muni: Boards and Committees:
CAC February 8, 2005, minutes
City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (MTA CAC)

FINAL MINUTES
of
Regular Meeting

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SEP 27 2005

Thursday, February 8, 2005 at 5:30 p.m.

1145 Market Street, 5th Floor (Main Conference Room)

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San Francisco, California

1. Call to Order / Roll Call (Agenda Item 1). The regular meeting of the Municipal Transportation Agency citizens' Advisory Council (MTA CAC) was called to order at 5:35 p.m., Thursday, January 6, 2005. Daniel Murphy (chair) presided. A quorum was present including the following:

MTA CAC Members Present at Roll Call: Daniel Murphy (Chair), Steve Ferrario (Vice Chair), Joan Downey, Emily Drennen, Griffith Humphrey, Bruce Oka, Cesar Perez, Norman Rolfe, Dorris Vincent, Daniel Weaver.

MTA CAC Members Absent at Roll Call:

MTA CAC Absent: Mary Burns, Sue Cauthen, Art Cimento

MTA Staff (San Francisco Municipal Railway [Muni] and Department of Parking and Traffic [DPT] Present: Deborah Denison (Acting MTA CAC Liaison), Debra Reed (MTA CAC Secretary)

Community Representatives Present: David Pilpel, Bob Planthold (Senior Action Network)

2. Adopt Minutes of January 6, 2005:

Minutes of January 6, 2005 MTA CAC meeting were adopted

Move to adopt the minutes by Dorris Vincent with the necessary corrections:

- a) Correct Emily Drennen's comment on page 4
- b) Correct the spelling of Dorris Vincent's name on page 1

2nd by Norman Rolfe

CAC passed unanimously

3. Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda

No comments from the public.

4. Report of the Chair: Daniel Murphy (MTA CAC Chair)

- a) Mr. Murphy (MTA CAC Chair) introduced Debra Reed, as the new MTA CAC Secretary.
- b) Mr. Murphy attended the February 1, 2005, MTA Board of Directors and Executive Director's meeting. In a brief conversation with Michael Burns (Executive Director) about service standards, as a result of surveys through Next Bus and other sources, Mr. Burns was feeling confident about the progress of meeting the 85% On Time standard. MUNI has identified problems in the system and scheduling problems in need of adjustments.

5. Staff Report: Deborah Denison (Acting CAC Liaison)

No report for February '05.

Staff-Initiated Items

6. MTA FY 2006 Budget: Stuart Sunshine, Deputy Executive Director

Mr. Murphy E-mailed a list of questions to Mr. Sunshine.

From the presentation presented to the Board of Directors on February 1, 2005, we continue to work with policy makers to come up with alternatives, such as, looking at transfers, parking measures, citations. On February 28, 2005 will be the vote on the balance budget package.

From Daniel Murphy's E-mail of questions:

- a) **There was a question about Third Street startup costs in the budget. If Third Street won't be starting up in FY06, are these funds likely to be expended? If not, why aren't they redeployed to things we'll be paying in FY06?**

There are some training costs associated with the operation opening of that line. Money has been set aside. While there is still some question as to the official start date, there will be a period of time for testing. Delays have been attributed to the issues DPW had with the 4th Street Bridge.

- b) **If we could get a list of monthly fast pass sales figures before and after the last fare increase, or for the last couple of years generally, that would be helpful. I've gotten**

some questions from the public about that, and some CAC members have asked me for this piece of information.

Mr. Sunshine will forward the fast pass sales figures to Mr. Murphy at a later date, as he did not have the information with him.

c) There was a question about whether we have a breakdown of non-platform positions being cut in the current FY06 proposal, and their programmatic impacts.

Mr. Sunshine answered that there has been no plans regarding cutting any non-platform positions. While vacancies may go unfilled, no cuts are being proposed.

d) Is the parking tax collected from hotel garages that provide parking for guests?

Mr. Bob Planthold said that the Senior Network had worked with Susan Leou (Treasurer). According to Ms. Leou, hotels charge **no** tax on guest parking, but upon acting as a commercial garage for non-guest patrons parking while attending an event, these are then charged parking tax. Hotels do not have to and are not suppose to charge parking tax on their registered room guests. Mr. Murphy is not aware of any enforcement in place to insure that garages converting to valet thus increasing their number of revenue generating spaces are volunteering this information to the City for tax collection purposes.

e) What is the time frame for having parking meters accept Translink cards, or some other card for payment? One of the concerns raised about parking meter rates was the practical one about people having to carry around large quantities of quarters.

Mr. Sunshine said that the new meters have been purchased to work with meter debit cards in response to motorists needing large quantities of quarters to feed meters. A pilot program is slated for fall of this fiscal year to introduce meter debit cards, be it Translink or other card venders.

i. Steve Ferrario asked who sets parking meter rates. Mr. Sunshine responded that the DPT Commission sets meter rates based on input from the DPT Executive Director, small business associations, merchants, and neighbors.

ii. Emily Drennen asked if the State's cut/slice of sales taxes will impact the budget. Mr. Sunshine responded that the Governor's Proposition 42 used to balance the state budget had resulted in a \$5 million dollar impact to MUNI. It is projected to end in 2007.

iii. Cesar Perez questioned the possibility of increasing PCOs? Mr. Sunshine responded that maintenance and vendor personnel would reprogram meters. PCOs would be shifted around through changes in deployment strategies, rather than increasing personnel.

iv. Daniel Murphy asked if the \$0.0025 sales tax (Proposition E) may be a viable solution. Mr. Sunshine responded that in view of the fact that the Directors are not elected officials, the MTA Board having the authority to placing a tax on the ballot is a subject for research.

v. Bruce Oka asked about service reduction on the 2 Clement line. Mr. Sunshine responded that service reduction impact on the budget is \$5 million to \$20 million. The first step is to look at headway adjustment, the policy, etc.

Public Comment

i. Bob Planthold, Senior Action Network, asked about the elimination of paper transfers and senior fare increases. Mr. Sunshine responded that at this time the push to keep the \$.35 cash fare for Seniors, Disabled and Youth, along with the paper transfer structure is to stay as is, however these could possibly change as the budget plan develops.

ii. David Pilpel felt that an increase in PCOs would result in better enforcement and still generate revenue. Mr. Sunshine responded that the deployment structure of PCOs is being analyzed for different strategies for a better result.

Finance & Administration Committee Recommendations from Monday,

Recommendations from the MTA CAC, compared to the staff proposal, the MTA Board:

i) Raise garage rates more aggressively, using private garage rates as a benchmark;

CAC passed unanimously

ii) ~~Item ii to be Remove from list~~ —→ Raise parking meter rates to \$2/hour in neighborhoods and \$4/hour in the downtown core;

2 opposed Steve Ferrario and Dan Weaver – Mr. Weaver feels that meter increases should be deferred until after meters are upgraded from coin-fed only to systems that would also accommodate pay-cards, such as Translink, debit-cards, etc.

Item not agreed to – 7 CAC **yes** votes / 2 CAC **no** votes (need 8 **yes** to pass)

iii) Raise Residential Parking Permit rates higher to maximum as permitted by law;
(Amended)

iv) Increase parking meter hours and days. **(Amended)**

CAC passed unanimously

Recommendation from the MTA CAC that the senior, disabled, and youth Fast Pass be raised to \$12, and that the senior, disabled, and youth cash fare remain at \$0.35.

CAC passed with 1 opposed Emily Drennen

Recommendation from the MTA CAC:

i) Whereas Parking fines and fees constitute the largest percentage of the MTA's revenue, the MTA CAC urges the MTA Board to raise parking fines beyond the proposed penalty amounts, including raising the street cleaning fine to \$40.00 and raising the meter and residential parking permit fines to \$50.00. **(Amended)**

2nd by Joan Downey

CAC passed with 1 opposed Dan Weaver

ii) Whereas The "Proposed Fare Alternative 1" is expected to generate approximately \$13

million, the MTA CAC urges to MTA Board to adopt fare increases as a last resort.

2nd by Norman Rolfe

CAC passed unanimously

Class Pass Program:

Recommendation from the MTA CAC that Muni work actively to expand the Class Pass program to all San Francisco college campuses, including City College of San Francisco; San Francisco State University; the University of California, San Francisco; the University of California, Hastings College of the Law; and Golden Gate University, and that Muni pursue other Transportation Demand Management programs in the future. The MTA CAC further requests that Muni report on the progress of Class Pass expansion efforts by August 2005.

CAC passed unanimously

Recommendation from Daniel Murphy that the MTA Board consider placing on the Ballot a sales tax measure dedicated to funding MUNI and non-auto transportation (example, pedestrian and bike transportation) with the clear stated objectives of preventing or for staling future fare increases and service cuts and meeting the Proposition E service standards.

CAC passed unanimously

“Public Comment”

David Pilpel suggested that to the extent that service adjustments are part of the budget solution, that specific service changes be brought to the CAC for review and an appropriate public outreach occur.

Recommendation from Norman Rolfe that to the extent that service adjustments are adopted as part of the FY05 or the FY06 budget that the MTA CAC be consulted on the specific proposals for such adjustments.

2nd by Bruce Oka

CAC passed unanimously

Recommendations from the MTA CAC that the MTA Board **not** adopt the following revenue options:

- i. Charging for transfers or eliminating; (**Amended**)
- ii. Charging a surcharge for express buses;
- iii. Eliminating the token discount;
- iv. Eliminating Fast Pass use on BART.

CAC passed unanimously

Council-Initiated Items

7) Council Members' Questions and Comments:

- a) Joan Downey asked Deborah Denison about the decline of token supply.
 - i. Hoarding has resulted in recent scarcity of tokens. MUNI is considering using paper tokens and to discontinue using the physical token.
 - ii. Also priority for tokens has been given to non-profit charity organizations. Bob Planthold responded that the City through Department of Human Services gives tokens to people on General Assistance or Welfare through non-profit firms to assist people seeking employment, etc.
- b) Norman Rolfe and Steve Ferrario recalled that New York would change the design of their tokens with each fare change.
- c) Dan Weaver would like a representative from Translink to talk about the connection between planning for Translink cards, parking meter cards and our new parking meters.
- d) Emily Drennen would like a report from DPT and DA on the Proposition K funding and expenditure plans. Daniel Murphy suggested that the FAC committee meeting would be a better platform for the discussion.
- e) Steve Ferrario asked about MUNI's long-term plan on proof of payment. Daniel Murphy had a discussion with Michael Burns who seemed to be reluctant to move to a no-fare gate system. Mr. Murphy discussed some of the recommendations from OCSC on how fare gates should work.
- f) Emily Drennen asked that with the new fare gates would there be a way to read the disabled fast pass? Steve Ferrario responds that the gates will have Translink.
- g) Bruce Oka comments that Translink is a great system, but it will not be used for Para transit.

8) Agenda planning for February meeting:

- a) Deborah Denison would like to propose changes to the service standards at the MTA CAC Council meeting. She would like to bring other staff members, Susan and others who are involved in compiling. She is hoping for an in-depth discussion of auditor's recommendations and changes for FY06. Mr. Murphy will schedule the March 21, 2005, OCSC committee meeting followed by the full MTA CAC council meeting on April 7, 2005.
- b) On Mr. Weaver's suggestion, Daniel Murphy would like to invite a representative from Translink project for an update report.

9) Adjournment 7:55 p.m.

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**About Muni: Boards and Committees:
CAC March 3, 2005, agenda**

**City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)**

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**Notice of Regular Meeting and Agenda
for**

**Thursday, March 3, 2005 at 5:30pm
1145 Market Street, 5th Floor (Main Conference Room)
San Francisco, California**

03-01-05A11-35 RCLVD

Members:

Daniel Murphy (Chair), Steve Ferrario (Vice Chair), Mary Burns, Sue Cauthen,
Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey,
Bruce Oka, Cesar Perez, Norman Rolfe, Dorris Vincent, Daniel Weaver
(2 Vacancies)

Committees:

Engineering, Maintenance & Safety (EMSC)

Daniel Weaver (Chair), Steve Ferrario, Bruce Oka

Finance & Administration (FAC)

Daniel Murphy (Chair), Emily Drennen, Griffith Humphrey, Bruce Oka

Operations & Customer Service Committee (OCSC)

Joan Downey (Chair), Mary F. Burns, Sue Cauthen, Daniel Murphy, Norman Rolfe

Planning & Marketing Committee (PMC)

Bruce Oka (Chair), Emily Drennen, Norman Rolfe, Dorris Vincent

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The MTA CAC may be contacted as follows :

**Municipal Transportation Agency Citizens' Advisory Council
401 Van Ness Avenue Room 334 - San Francisco, CA 94102-4524
Phone (415) 554-6873 FAX (415) 554-4103**

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at donna_hall@ci.sf.ca.us.

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Municipal Transportation Agency Citizens' Advisory Council (CAC) City & County of San Francisco AGENDA

**Notice of Regular Meeting and Agenda
for
Thursday, March 3, 2005 at 5:30pm
1145 Market Street, 5th Floor (Main Conference Room)
San Francisco, California**

Item #	Item	Estimated Time
1.	Call to Order/Roll Call	5:30
2.	Adopt Minutes of February 8, 2005 (Attachment) (Discussion/Action)	5:33
3.	Public Comment - Concerning any issue within the jurisdiction of the Council not on the agenda .	5:38
4.	Report of the Chair Daniel Murphy (MTA CAC Chair)	5:45
5.	Staff Report Paul Czechowicz (MTA CAC Staff Liaison)	5:55
Staff-Initiated Items		
6.	Muni 2nd Quarter Performance Reports Debbie Denison , Superintendent Performance Monitoring and Analysis Muni (Discussion/Action)	6:05
7.	DPT 2nd Quarter Performance Reports	6:30

	(Discussion/Action)	
Council-Initiated Items		
8.	Council Members' Questions and Comments	6:50
9.	Agenda planning for April meeting. Tentatively Scheduled Next Regular Meeting: Thursday, April 7, 2005, 5:30pm, 1145 Market Street, 5th Floor (Main Conference Room).	6:55
10.	Adjournment	7:00

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**About Muni: Boards and Committees:
CAC March 3, 2005, minutes
City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (MTA CAC)**

**FINAL MINUTES
of
Regular Meeting**

DOCUMENTS DEPT.

Thursday, March 3, 2005 at 5:30 p.m.

SEP 27 2005

1145 Market Street, 5th Floor (Main Conference Room)

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San Francisco, California

1. **Call to Order / Roll Call** (Agenda Item 1). The regular meeting of the Municipal Transportation Agency citizens' Advisory Council (MTA CAC) was called to order at 5:35 p.m., Thursday, March 3, 2005. Daniel Murphy (chair) presided. A quorum was present including the following:

MTA CAC Members Present at Roll Call: Daniel Murphy (Chair), Steve Ferrario (Vice Chair), Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey, Bruce Oka, Cesar Perez, and Norman Rolfe.

MTA CAC Members absent at Roll Call: Sue Cauthen.

MTA CAC Absent: Mary Burns, Dorris Vincent, and Daniel Weaver.

MTA Staff (San Francisco Municipal Railway [Muni] and Department of Parking and Traffic [DPT] Present: Paul Czechowicz (MTA CAC Liaison), Deborah W. Denison (MTA), and Debra Reed (MTA CAC Secretary).

Community Representatives Present: None.

2. **Adopt Minutes of February 8, 2005:**

Motion to adopt the February minutes by Norman Rolfe, with spelling corrections.

2nd by Bruce Oka

CAC passed unanimously

3. Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:

None.

4. Report of the Chair: Daniel Murphy (MTA CAC Chair)

a) The MTA Board approved the Budget by a 4 to 2 vote.

i. Director Will Den unsuccessfully made an attempt to amend by adding that all future fare increases should be contingent on achieving the 85% On Time Standard for night, weekend and owl services.

ii. Mr. Murphy testified before the MTA Board hearing with recommendations from the MTA CAC. Some changes were:

1. Parking and garage rates were raised

2. RPP raised to \$60.00 instead of \$50.00

iii. The Lifeline Fast-pass, a new fare instrument, is a discounted pass for adults eligible through a Working Families' Assistance program through the Department of Social Services, also recipients of AFDC, GA, etc.

b) Developments on the Clean Air Plan:

i. Progress is being made in acquiring filters for the particulate-matter part to be purchased from a vendor based in Japan in order to transition a fleet of our buses. Also some of our oldest buses would be replaced by purchased and re-powered AC Transit buses available for sale as a result of their major service cuts.

ii. Supervisor Tom Ammiano introduced a resolution at the BOS to support the Clean Air program. Mr. Murphy was invited to Supervisor Ammiano's chambers along with members of the Environmental Advocates and Rescue MUNI to talk through some of the differences on various points. The language of Supervisor Ammiano was then changed to reflect the action being taken on the Clean Air plan and to proceed with the hybrid purchase. Thus the resolution then passed the Board of Supervisor (BOS) unanimously.

iii. Marty Mellerer said that recently acquired hybrid buses by way of New York MTA were presently testing well.

c) Mr. Murphy and Steve Ferrario met with Michael T. Burns to talk about budget, fares and the CAC's desires to increase parking returns also find other revenue sources.

Comments and Questions from the CAC

a) Steve Ferrario asked about the Cable Car work-stoppage. Paul Czechowicz responded that stoppage is an illegal action. Attorneys are working on a response.

b) Bruce Oka asked if the cash fare increase from 35¢ to 50¢ was ever presented before the MTA CAC. Mr. Murphy responded that MTA opted not to adopt the CAC's recommendation for the 35¢ to remain, but of their own accord decided to raise the fare to 50¢.

c) Griffith Humphrey asked about increase of street sweeping citations. Mr. Murphy answered that fine was increased to \$40.00.

d) Norman Rolfe asked about Clean Air buses considered for purchase. Mr. Murphy responded that due to a tight budget the order for 30-foot busses was reduced from 40 to 30 buses. There was also an RFP for an order of 40-foot busses.

e) Emily Drennen asked if MUNI was required to return funds granted by Bay Area Air Quality Management District due to delayed progress of Clean Air buses purchases. Mr. Murphy responded that he would need to ask Michael T. Burns. MUNI is drawing on funds from many sources to help finance clean air conversion as well as purchase of hybrid buses.

f) Joan Downey asked if the 37 Corbett is still a "Must Fill" line. Paul Czechowicz will research the answer for Ms. Downey.

5. Staff Report: Paul Czechowicz

Staff report was not prepared. Mr. Czechowicz will E-mail the report.

a) Deborah Ward from the Airport Department has joined MUNI as the new Budget Director.

b) Hotel Vitale on Stuart Street will be opening.

Staff-Initiated Items

6. MUNI 2nd Quarter Performance Reports: (Discussion/Action) Deborah W. Denison

a) Ms. Denison distributed a bulletin on Token booklets effective February 28, 2005. Joan Downey added that metal tokens are still valid fare.

b) Ms. Denison distributed and reviewed the 2nd Quarter Performance report.

Questions and Comments from the MTA CAC

a) Emily Drennen asked what is Master Training. Paul Czechowicz responded that it is a 5-day training course on how we provide service, which includes passenger interaction, stress management techniques, anger management, etc.

b) Art Cimento commented that MUNI goals seem unrealistic. It seems that every year for the past 3 consecutive years MUNI has not achieved goals. Daniel Murphy suggested inviting Michael T. Burns to a future MTA CAC to ask him what is his vision and what are his ideas for achieving these goals.

c) Steve Ferrario asked:

i. How bus lines are selected for sampling in the performance report. Ms. Denison replied that lines are selected by responded load factors, passenger complaints, etc.

ii. Both Mr. Ferrario and Norman Rolfe feel that the results for cable cars are doubtful. Ms. Denison responded that she will have Susan Chelloni with the Cable Car division bring raw data to the March 21, 2005 OCSC meeting.

d) Cesar Perez asked if the Crime Incident report was classified by line. Ms. Denison will include the information in the next report.

e) Joan Downey asked why tickets that had already been removed by riders themselves from booklets prior to boarding are considered VOID. Answer: Tickets/coupons are only to be removed by or in view of the operator or agent to avoid repeat-coupon misuse.

7. DPT 2nd Quarter Performance Reports: (Discussion/Action)

The DPT report will be presented at April's MTA CAC.

Council-Initiated Items

8. Council Members' questions and Comments:

a) Daniel Murphy has been receiving many complaints about fast-pass shortages. Paul Czechowics will investigate the matter.

b) Emily Drennen asked what are the plans for the green tents assembled for the purpose of selling MUNI fare instruments in Metro stations. Steve Ferrario added that these tents, especially the Embarcadero, are rarely open for business while the adjoining kiosks for BART and other items are constantly open for business. Joan Downey feels that fare-passes should be sold in every Metro station. Ms. Downey asked could arrangements be made to sell passes at BART's transit stores.

c) Bruce Oka observed that a majority of the new models 5500 and 5600 buses have problems deploying wheel chair lifts. These are "new buses." Steve Ferrario adds other additional problems are associated with the articulate trolleys and the some of the other new models.

d) Joan Downey:

i. Recalled that at February's OCSC meeting, Jerry Robbins distributed a training bulletin reviewing sidewalk parking. Discussion will continue at the March 21, 2005 OCSC meeting.

ii. Ms. Downey met with Peter Straus regarding the 39 Coit line. The latest idea has been to extend the route to Pier 39 to pick up tourists. Mr. Straus said that MUNI is willing to comply if everything is favorable. Bond Yee was going to speak with Michael Burns. Route changes may happen as early as Summer 2005.

e) Sue Cauthen commented that the Telegraph Hill Dwellers Parking and Traffic committee has put together a team, which includes Joan Downey and Ms. Cauthen herself to work with Bond Lee, Peter Straus, and liaisons of Recreation and Park, DPT, and other departments. Positive interest is in the project.

f) Emily Drennen inquired about DPT's staff reports and their regular participation in MTA CAC meetings. Daniel Murphy responded that DPT is slated for a presentation in April and

the DPT staff report should be included. Paul Czechowics commented that his staff report also included reports from DPT.

9. Agenda planning for April meeting:

a) Dan Weaver requested to add Translink update as a topic for April.

b) DPT will be giving a presentation for April.

c) Bruce Oka added that the PMC Agenda for March 21, 2005 would include a presentation by Suany Chough. Ms. Chough would also like to give her presentation before the full MTA CAC in April. Mr. Murphy will discuss with Ms. Chough.

d) Daniel Murphy pointed out the FY06 Budget calls for serious service adjustments. Staff will strategize with the MTA CAC for solutions in time for May '05 approvals. Bruce Oka announced the Peter Straus will also be addressing FY06 Budget issues at the March '05 PMC meeting.

10. Adjournment 7:08 p.m.

Attachments:

Agenda Item 2 –

Draft Minutes for MTA CAC Meeting of January 6, 2005

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**City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)**

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AGENDA

MAY - 2 2005

**Notice of Regular Meeting and Agenda
for**

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**Thursday, April 7, 2005 at 5:30 p.m.
1145 Market Street, 5th Floor (Main Conference Room)
San Francisco, California**

Item #	Item	Estimated Time
1.	Call to Order/Roll Call	5:30
2.	Adopt Minutes of April 7, 2005, also Adopt CAC Minutes of July, September, October, November and December, 2004 [Attachments] (Discussion/Action)	5:33
3.	Public Comment - Concerning any issue within the jurisdiction of the Council not on the agenda.	5:35
4.	Report of the Chair (Discussion)	5:40
5.	Staff Report (Discussion)	5:45
Staff-Initiated Items		
6.	Service Adjustments (Discussion/Action)	5:50
7.	Tow Contracts DPT (Discussion/Action)	6:20
Council-Initiated Items		
8.	MUNI Service Deterioration Issues and Metro LRV Service Lack of Dependable Predictable Reliable Service and Service Standards: (Discussion/Action)	6:40
9.	From the PMC, Resolution No. 4-18-05 (Discussion/Action) WHEREAS, a pilot study undertaken by DPT found that 90% of the public approved of the new pedestrian countdown signal heads; and WHEREAS, San Francisco is a national leader in installing pedestrian countdown signals; and WHEREAS, locations with new pedestrian countdown	7:00

	signals see a 52% average reduction in pedestrian injuries; and WHEREAS, the costs to retrofit and/or to install new pedestrian countdown signals are very low in relation to their benefit; THEREFORE BE IT RESOLVED, that the MTA CAC urges the Transportation Authority to prioritize installation of new and retrofitted pedestrian countdown signals, especially in areas with high pedestrian traffic, high pedestrian injuries and/or deaths and near schools.	
10.	Committee Reports	7:10
11.	Council Members' Questions and Comments	7:20
12.	Agenda planning for June 2, 2005 meeting. Tentatively Scheduled Next Regular Meeting: Thursday, June 2, 2005, 5:30pm, 1145 Market Street, 5th Floor (Main Conference Room)	7:25
13.	Adjournment	7:30

return to CAC agendas and minutes

About Muni: Boards and Committees:
CAC April 7, 2005, minutes
City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (MTA CAC)

FINAL MINUTES
of
Regular Meeting

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SEP 27 2005

Thursday, April 7, 2005 at 5:30 p.m.

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1145 Market Street, 5th Floor (Main Conference Room)

San Francisco, California

1. **Call to Order / Roll Call** (Agenda Item 1). The regular meeting of the Municipal Transportation Agency citizens' Advisory Council (MTA CAC) was called to order at 5:30 p.m., Thursday, April 7, 2005. Daniel Murphy (Chair) presided. A quorum was present including the following:

MTA CAC Members Present at Roll Call: Daniel Murphy (Chair), Steve Ferrario (Vice Chair), Joan Downey, Emily Drennen, Griffith Humphrey, Bruce Oka, Cesar Perez, Norman Rolfe, Dorris Vincent, and Dan Weaver.

MTA CAC Members absent at Roll Call: Mary Burns, Sue Cauthen, and Art Cimento.

MTA CAC Absent: Mary Burns, and Sue Cauthen.

MTA Staff Present:

MUNI – San Francisco Municipal Railway: Paul Czechowicz (MTA CAC Liaison), and Debra Reed (MTA CAC Secretary), Elson S. Hao (Senior Vehicle Engineer), Deborah W. Denison (IT Project Director), Susan Chelone (Scheduling), Susan Chough (Transit Planner) with Rachael Hyatt, and Byron Morgan (NextBus).

DPT – Department of Parking and Traffic: Janet Michaelson (Liaison), and Diana Hammons.

Community Representatives Present: 1 Anonymous person

2. Adopt MTA CAC Minutes of March 3, 2005:

Motion to adopt the MTA CAC minutes for March by Joan Downey.

2nd by Emily Drennen

CAC passed unanimously

3. Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:

None.

4. Report of the Chair: Daniel Murphy (MTA CAC Chair)

a) It has been brought to Mr. Murphy's attention by enlighten ones to ask if our council and committees would substitute the more appropriate "roll call" rather than using "yes" voices when voting on items in order to fulfill legal requirements.

b) Mr. Murphy was unable to meet with Michael T. Burns (MUNI Executive Director) since March's meeting due to schedule conflicts.

c) Due to the fullness of the MTA CAC agenda, Translink topic will be rescheduled for May 2005.

5. Staff Report: Paul Czechowicz (MTA CAC Liaison)

See Mr. Czechowicz's April 7, 2005, Monthly Staff Report.

Comments and Questions from the MTA CAC regarding the 4/7/2005 staff report

a) Cesar Perez asked, regarding SBC Ball Park service, was there still shuttle service from West Portal to SBC Park? Mr. Czechowicz responded that shuttles had problems with blocking at some of the turn offs; therefore the turn-around point had been opted to Castro Street.

b) Joan Downey observed illegal activity at Aquatic Park of limousines intermingling in the line of cable cars offering \$5.00 fares to patrons, with their explanation that cable car rides were an hour wait time. Paul Czechowicz clarified that limousine arrangements are to be made on pre-arranged bases through their company dispatch. Daniel Murphy responded that for such violations, which for limousines are outlined under Taxi prohibition, SFPD would be the appropriate source for enforcement. Even at hotels, this type of soliciting is illegal. He added that limousines have been noted for price gouging, by demanding a different fare at the conclusion of these trips than originally offered and agreed upon.

c) Norman Rolfe:

i. The Hotel Vitale investment venture, by his calculations, will take at least 10 years before MUNI will realize any returns on the Vitale project.

ii. Regarding Ball Park Service, in view of the shortage of working vehicles due to repairs,

what impact would Ball Park service have on other services in the City? Daniel Murphy responded that this question would be addressed in Agenda Item 7.

6. Sidewalk Parking Policy and the Proposed State Legislation on Sidewalk Parking: (Discussion/Action) Janet Michaelson (DPT Liaison)

Senator Jackie Speier withdrew the State legislation "SB 810" which would have allowed sidewalk parking for handicap plaque cars to park under certain circumstances. Bruce Oka added that a Seniors and Disabled group contacted Supervisor Michela Alioto-Pier that they had strong reservations about this legislation, see DPT Janet Michaelson's E-mail (copy) from Jennifer Entine Matz, legislative aide to Supervisor Michela Alioto-Pier, dated 4/7/2005. Dan Weaver received an E-mail from Supervisor Alioto-Pier that members of the Disabled community were in favor of the legislation.

7. Metro Service Reliability: (Discussion/Action) Elson Hao, MUNI Senior Vehicle Engineer

Daniel Murphy commented that many problems stem from coupler issues. Mr. Hao described the coupler as 2 electric heads; one is movable while the other is stationary, attached to cables and hundreds of wires running throughout the LRV. There has been found a heavy build up of corrosion resulting in the deteriorating of the connectors. Therefore, electrical shorts in these connectors build up enough power resulting in the mechanical uncoupling of the connectors.

Inspections are currently in progress to be completed by the end of April 2005. 20 vehicles out of half the fleet have recently been identified with corrosion problems. These vehicles must be removed from service to replace these connectors, reattach and readjust the wires to eliminate power buildup that would culminate into uncoupling problems. These cars are placed back in service with coupled cars remaining coupled and single cars remaining single until better solutions can be found. However, Yoke problems are more involved, requiring that those vehicles be transported to the manufacturer in Pittsburgh, California for repairs.

Questions and Comments from the MTA CAC

a) Dan Weaver observed a variation of delays ranging from ball game days to commuter hours. There were days of double Ns but no double Ms or Ls resulting in completely bogged down traffic to West Portal. On another day after a ball game, he saw many Ks and Ns but no M Ocean View runs nor were adjustments made to compensate for the missing runs. An E-mail report from Jim Kelly explained that missing runs due to employee absenteeism and a restriction on overtime to cover the missing runs. Deborah Denison responded that daily measurements are compiled in a quarterly report. Daniel Murphy would like to have March's performance report available for the EMSC meeting on April 21, 2005. Joan Downey suggested applying the standard deviation formula for the quarterly report and to also include NextBus data for all of the lines.

b) Joan Downey commented that Jim Kelly's report from NextBus revealed headways of 30 minutes on one end, yet 1 and 2 minutes on the finished end. It would seem that inspectors would space out these runs rather than allowing the gaps and clumps.

c) Dorris Vincent:

i. Observed that beyond Metro, this problem has also manifested itself on other lines such as

the 44 and the 15. She has personally waited for an hour for a 44.

ii. Ms. Vincent experienced an unplanned demonstration on Castro and Market Streets, which interfered with the 24 Divisadero line. It seems there should be emergency plans in place when normal services are disrupted. Paul Czechowicz responded that on planned events, MUNI could plan alternative solutions with shuttles and short turns.

d) Daniel Murphy:

i. The N Judah, with its heavy ridership, daily experiences long headways.

ii. Unplanned service cuts due to budget appears to mean missing runs or vehicles out of service due to employee absenteeism and no overtime for extra help.

e) Steve Ferrario:

i. Breda reliability – It seems that the Breda cars are deteriorating and are becoming unreliable. This is perhaps due to an over engineered design, operators who do not have the training for car resets and minor repairs, or a lack of available mechanics. On his way to the April 6, 2005 Giants game, Mr. Ferrario experienced being stuck in the MMX along with up to 5 other N Judah double cars resulting in many late and upset passengers.

ii. What is MUNI doing about operation? What substitute service plans are available when services break down? Paul Czechowicz explained backup plans for shuttle services, also trouble shooters ready for repair deployment stationed at Van Ness, Deboce and Embarcadero sites.

Staff-Initiated Items

8. MUNI Prop E Performance Standards FY/06: [Attachment] (Discussion/Action) Deborah W. Denison (MUNI Superintendent Performance Monitoring & Analysis), Susan Chelone (MUNI Scheduling), and Byron Morgan (NextBus Project Sponsor)

Ms. Denison distributed and reviewed copies of proposed changes to the MUNI Service Standards.

Ms. Denison introduced Byron Morgan (NextBus) and also pointed the committee to the motions for changes listed in item 12 "Recommendations from the OCSC" for discussion as follows:

1) NextBus data should be included in reports **wherever** possible.

a. Joan Downey explained that instead of taking just A day worth of data or a few days worth of data, why not use all the data to calculate the reliability, headway, etc?

b. Dan Weaver asked if two sources of data were compared, would one be able to focus better on the reliability of any one source of data?

Answer: Ms Denison responded that by FY06 trolleys would have full installation of NextBus. It is recommended that NextBus data be used as a whole lead or mode at a time, not just as motor coaches go into service to add new vehicles. Use it with LRV, trolley, etc. Byron Morgan explained NextBus is expected to measure service for the Presidio lines related to

the progress of the Trapeze scheduling system by July or August 2006. Potrero lines are in place but on the other hand there is still not enough trackers in order to reliably measure the service from that division.

2) Add additional measurements to separate out Headway and On-Time Performance.

Susan Chelone ran some data through calculations based on MUNI measurements and also used coefficient variations (recommended from Nygaard Nelson report). Ms. Chelone reviewed her calculations and findings.

a. Art Cimento commented that Headway should be easy to maintain for adherence purposes. Noting the 1 California line, whether slow or fast, those buses stay within eye view of each other. Obviously they are not pacing themselves out, but rather they are bunched together. From January's data using the new calculations, 90% of the trolley coaches ran below expectation.

b. Dorris Vincent said that drivers told her that they get written up for being late. Paul Czechowicz responded that they are written up for early arrivals not late arrivals.

c. Joan Downey commented that in using coefficient variations it clearly shows the gaps in service rather than the misleading information from averaging out headways.

3) Using the standard deviation, adding a column for the coefficient of variation of headways that are 10 minutes for less.

Ms. Chelone commented that standard deviation was easy to use.

Ms. Denison felt that this information would be a useful internal management tool for MUNI purposes. On the other hand Mr. Cimento felt that publishing this type of information would add outside pressure on MUNI motivating changes for improvements.

4) Categorize and record employee grievances by type.

Ms. Denison spoke with Human Resources. Grievances are usually filed by employees as a result of disciplinary action against them. Very rarely are complaints filed regarding for an example, working conditions, or something other than a reaction to disciplinary action. On the other hand, PSR complaints can more readily be separated into, vehicle complaints, driver complaints, ADA complaints, etc.

5) MUNI should conduct Exit Interviews for employees who leave within a year of being hired, specifying their reasons for dissatisfaction.

Questions and Comments from the MTA CAC

a) Art Cimento comments that the purpose of the MTA CAC is to help insure reliability of service and to satisfy the passenger community. Publishing these reports gives insight as to where problems and frustration exist. As a result, there should be pressure from the community to fix these very things.

b) Steve Ferrario felt that time schedules should be posted at major stops. Schedules would give the public information for feedback to MUNI, i.e., missing runs, etc. NextBus does not give the scheduled time for vehicle arrival.

c) Joan Downey commented that the OCSC committee had suggested posting schedules at key stops only for lines with headways greater than 10 minutes.

9. DPT Prop E Performance Standards FY/06: [Attachment] (Discussion/Action) Diana Hammons, DPT

At the beginning of Ms. Hammons' presentation, Emily Drennen also passed out a list of proposals.

Ms. Hammons reviewed the DPT FY06 Service Standards handout.

Questions and Comments from the MTA CAC

a) Joan Downey questions from the DPT FY2006 Service Standards revision:

i. 1a. The proposed goal of 80% for 90 days to respond back to the public, appears too low. Goal should be set at 90%.

Answer: Ms. Hammons explained that traffic engineer requests as, not the receiving of general letters of complaints, but they are requests for stop signs and their changes, traffic regulations, traffic changes, all of which require staff to go out and collect information, such as historical analysis, collision data, responses to be drafted, and notices to be distributed to the public.

ii. 2a. Time to respond to Color Curb application. It appears that these requests are closed out once the job has been ordered, instead of closing upon completion of the job satisfying the request.

Answer: Ms. Hammons pointed out that in tracking from start to finish, staff has been held up due to waiting for the applicant to decide to mail in the check.

iii. 3a. To respond within 48 hours to all reports of meter malfunctions. Instead of using the word average, it should say 80% or 90% for meter malfunction should be within 48 hours.

Answer: Ms. Hammons will take out the word "average."

iv. 5a. Also uses "average" response rate. Answer: Ms. Hammons will take out the word "average."

v. Looking at Customer Service 1b. To respond within 48 hours to reports of abandoned automobile. Ms. Downey suggested changing it to 24 hours because neighbors complain after the abandoned vehicle has been sitting from 3 days to a week. Answer: Ms. Hammons pointed out that there are some neighborhoods that have no street sweeping arrangements and people may choose to park their cars for lengthy periods of time. Ms. Downey felt that a 24 hours response time would be more appropriate.

vi. 2b. To reduce customer-waiting time for in-person citation. Ms. Downey felt that a 20-minute wait was astronomical. Rather than using the word average to describe waiting time, it should read the percent of people who have to wait more than 5 minutes. Mr. Murphy suggested a more meaningful measurement. 80% of the people may wait 20 minutes, some may wait no time, where as, others may wait over an hour. Mr. Murphy suggested using percentage rather than average time.

vii. 3b. To reduce customer-waiting time for in-person administrative or tow hearings. Instead of an average, it should be the number of minutes. Mr. Murphy suggested using percentage rather than "X" minutes. Answer: Ms. Hammons will make the changes before presenting the report to the MTA Board.

Motion: MTA CAC recommendations for the FY2006 Service Standards revision that:

1a. Traffic Engineering Requests and Maintenance: The proposed goal for FY06 should be 90% for 90 days to respond back to the public.

1b. Customer Service under Abandoned Auto Reports: Change the response time to 24 hours to respond to reports of abandoned automobile.

2b. Customer Service under Citations and Residential Parking Permits to reduce customer-waiting time: Should not be an average wait time. Rather, it should be a percent of people who wait longer than 10 minutes.

3b. Customer Service under Administrative and Tow Hearings: Change to percent of people who wait longer than 10 minutes.

Vote: Without objections, substituting Roll Call minus member Bruce Oka for "Yeses"

CAC passed unanimously

b) Emily Drennen distributed the following Motion for DPT FY06 Service Standards. Ms. Drennen felt that many of the current standards do not fully reflect the mission of DPT. She would like to see the following additions:

i. A new subsection "5b": to decrease the turn-around time for mailing administrative reviews of parking citation protests. A lengthy waiting period has been noted after sending in citation protests, however prompt delinquent notices continue to follow.

Answer: Ms. Hammons responded that management was aware and is currently looking at creative ways to reduced citation backlog. A report might already be available with turnaround information and backlog tracking.

ii. A new subsection "7a": to decrease the number of pedestrian, bicyclists, transit, and auto injuries and deaths per year. DPT can use Annual traffic related injury data available through DHS, in their matrix. Reducing injuries should be an obvious goal of San Francisco.

Answer: Ms. Hammons responded that the official injury and collision data is submitted by the Police Department to the California Highway Patrol. DPT does submit an annual collision report. DPT is working with the Controller's office, the Mayor's office to expedite informational reports in a timelier manner.

iii. Add a new section "C": Parking Enforcement, with 1) a subsection to increase the number of parking tickets written by category of parking ticket (information broken down by category should already be available), and 2) a subsection to increase the number of parking citations written per fulltime equivalent of Parking Control officers (all the hours worked and number of citations written). Daniel Murphy responded that there are State Laws pertaining to ticket quotas as illegal. Ms. Hammons responded that a monthly report is submitted to the MTA

Board that perhaps may be used, not as a Service Standard, but rather in conjunction with the Service Standard report also reporting on the quarterly citation reports. Not as a goal as it can be compared to illegal quotas.

iv. A new subsection "1c" Parking Enforcement: to increase the percent of phone requests for parking enforcement that resulted in parking citations. Answer: Hammons responded that there is a work order to increase capability to download such information from DPT's CADs system. Ms. Drennen suggested revisiting this suggestion in year 2006.

v. A new subsection "2c" Parking Enforcement: to increase revenue in City-owned garages. How well does DPT manage garages and revenue generated? Answer: Ms. Hammons responded that a monthly revenue report is available.

vi. A new subsection "3c" Parking Enforcement: to increase revenue from meters. How well does DPT manage meters and revenue generated? Answer: Ms. Hammons responded that a monthly revenue report is available.

Motion: Whereas Service Standards are designed to give the public and government bodies clear statistical data about an agency's performance in meeting its mission. Therefore the MTA CAC urges the MTA to include the following service standards in its annual Service Standards:

A new subsection "5b": to decrease the turn-around time for mailing administrative reviews of parking citation protests.

A new subsection "7a": to decrease the number of pedestrian, bicyclists, transit, and auto injuries and deaths per year.

Add a new section "C": Parking Enforcement.

A new subsection "1c" Parking Enforcement: to increase the percent of phone requests for parking enforcement that resulted in parking citations.

A new subsection "2c" Parking Enforcement: to increase revenue in City-owned garages.

A new subsection "3c" Parking Enforcement: to increase revenue from meters.

Vote: Without objections, substituting Roll Call minus member Bruce Oka for "Yeses"

CAC passed unanimously

It was decided to withdraw Ms. Drennon's 2 other points for **C. Parking Enforcement**, as follows, for consideration at a future meeting (see Item #9b iii, Questions and Comments):

(1) To increase the number of parking tickets written by category.

(2) To increase the number of parking citations written per fulltime equivalent of Parking Control officers.

10. BRT Geary Blvd & Van Ness Avenue Presentation: (Discussion) Suany Cough (MUNI Transit Planner) and Rachael Hyatt.

Ms. Cough passed out and reviewed the handout "Update on Bus Rapid Transit: Geary and Van Ness" dated April 7, 2005. She also invited members of the MTA CAC to attend the workshop scheduled for April 13th, 14th, and 16th, 2005. The final report will be available for Summer 2005 for feedback and comments.

Questions and Comments from the MTA CAC

a) Emily Drennen asked why is there a delay on building Light Rails right now, versus the BRT ramp up to light rail? Answer: Ms. Cough responded that the building of rail requires substantial funding outside of what is available through Proposition K. The phase approach would be the answer to the monies not becoming available until 2012 or beyond.

b) Dan Weaver:

i. Asked for the meaning on page 3 of the handout, "Complementary urban design study will include a location east of Van Ness." Answer: Ms. Cough responded that the plan is to continue the Roma's urban design treatment to the east of Van Ness, outer and inner Richmond, and the Fillmore area for general identity purposes.

ii. What is meant by, "Geary BRT is intended to be rail ready?" Answer: The Geary study will cost out 2 variations: 1) "Light rail ready" which would include clearances, grades and curves to meeting light rail standards to the point that at light rail it would be easy to convert, and 2) "Heavy rail ready" which would be to build the rail and cover/preserve the tracks until ready to purchase vehicles, build terminals, and operate. The study would address, how much would each cost and the incremental cost to convert to light rail.

iii. What is the present condition of the subsurface? Answer: DPW is currently working on gathering utility information including Van Ness as part of the cost.

Council-Initiated Items

11. Committee Reports:

Mr. Murphy referred the MTA CAC to the Motions from the OCSC in Item 12.

12. Recommendations from the Operations & Customer Service Committee (OCSC): (Discussion/Action)

Motion: the MTA CAC recommends that whereas Sidewalk parking represents a major mobility obstacle and safety hazard for pedestrians:

1) The MTA CAC recommends that PCOs deployed for RPP enforcement be instructed to ticket Sidewalk parking violation without telephone complaint to the understood detriment of RPP enforcement.

2) The MTA CAC recommends that PCOs deployed for Street Cleaning be instructed to ticket sidewalk parking violations without telephone complaint if time remains at the end of their Street Sweeper assignments.

3) The MTA CAC recommends that PCOs deployed for Tow Away Beats, while waiting for a tow truck to arrive, that those PCOs ticket Sidewalk parking without telephone complaint among other violations on the same block.

Vote: Without objections, substituting Roll Call minus member Bruce Oka and Cesar Perez for "Yeses"

CAC passed unanimously

(For the following Motion, see item #4 for discussion)

Motion: the MTA CAC recommends that statistics for headway compliance for headways 10 minutes or less, be broken out separately from statistics for headway compliance for headways equal to or greater than 10 minutes. On-Time Performance to be measured for lines with greater than a 10-minute headway. These measures will be in addition to the measurements currently taken in Service Standards 1a and 6a.

1) NextBus data should be included in reports **wherever** possible as soon as NextBus is deployed in the entire mode.

2) Add additional measurements to separate out Headway and On-Time Performance (OTP). Measure OTP for lines with greater than a 10-minute headway and measure headway for lines with a 10 minute or less headway.

3) Using the standard deviation, adding a column for the coefficient of variation of headways that are 10 minutes or less.

4) ~~Categorize and record employee grievances by type.~~

5) MUNI should conduct Exit Interviews for employees who leave within a year of being hired, specifying their reasons for dissatisfaction.

Motion by Joan Downey to:

· Delete motion point number 4.

· Change motion point number 2 to read: NextBus data should be included in reports **wherever** possible as soon as NextBus is deployed in the entire mode.

2nd by Dan Weaver

Vote: Without objections, substituting Roll Call for "Yeses" (Quorum affirmed, however, this motion-vote was taken earlier when the full Roll Call was present during the discussion/action of Item #4)

CAC passed unanimously

13. Council Members' Questions and Comments:

a) Dorris Vincent:

i. Asked for a point-of-contact for DPT complaints from residents of the Hunter's Point area.

Ms. Hammons suggested Janet Michaelson as a DPT contact.

ii. The rumor in Hunter's Point is that there is not enough money to finish the 3rd Street Light Rail. She would like to i



**City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)**

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MAY - 2 2005

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**Notice of Regular Meeting and Agenda
for
Thursday, May 5, 2005 at 5:30 p.m.
1145 Market Street, 5th Floor (Main Conference Room)
San Francisco, California**

Members:

Daniel Murphy (Chair), Steve Ferrario (Vice Chair), Mary Burns, Sue Cauthen,
Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey,
Bruce Oka, Cesar Perez, Norman Rolfe, Dorris Vincent, and Daniel Weaver
(2 Vacancies)

Committees:

Engineering, Maintenance & Safety (EMSC)

Daniel Weaver (Chair), Steve Ferrario, and Bruce Oka

Finance & Administration (FAC)

Daniel Murphy (Chair), Emily Drennen, Griffith Humphrey, and Bruce Oka

Operations & Customer Service Committee (OCSC)

Joan Downey (Chair), Mary F. Burns, Sue Cauthen, Daniel Murphy, and Norman Rolfe

Planning & Marketing Committee (PMC)

Bruce Oka (Chair), Emily Drennen, Norman Rolfe, and Dorris Vincent

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The MTA CAC may be contacted as follows:

**Municipal Transportation Agency Citizens' Advisory Council
401 Van Ness Avenue Room 334 - San Francisco, CA 94102-4524
☎(415) 554-6873 FAX (415) 554-4143**



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return to CAC agendas and minutes

About Muni: Boards and Committees:
CAC May 5, 2005, minutes
City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (MTA CAC)

FINAL MINUTES
of
Regular Meeting

DOCUMENTS DEPT.

SEP 27 2005

Thursday, May 5, 2005 at 5:30 p.m.
1145 Market Street, 5th Floor (Main Conference Room)
San Francisco, California

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1. **Call to Order / Roll Call** (Agenda Item 1). The regular meeting of the Municipal Transportation Agency citizens' Advisory Council (MTA CAC) was called to order at 5:30 p.m., Thursday, May 5, 2005. Daniel Murphy (Chair) presided. A quorum was present including the following:

MTA CAC Members Present at Roll Call: Daniel Murphy (Chair), Steve Ferrario (Vice Chair), Mary Burns, Sue Cauthen, Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey, Bruce Oka, Cesar Perez, Norman Rolfe, Dorris Vincent, and Dan Weaver.

MTA CAC Members absent at Roll Call: Art Cimento (arrived 5:35 p.m.)

MTA CAC Absent: Sue Cauthen, Joan Downey, and Emily Drennen

MTA Staff Present:

MUNI – San Francisco Municipal Railway: Fred Stephens (General Manager of Transportation), Wilson Johnson (Deputy General Manager of Transportation), Jim Kelly (Senior Operations Manager, Central Control), Michael Hursh (Deputy General Manager Maintenance), Matthew Lee (Service Planning), Paul Czechowicz (MTA CAC Liaison), and Debra Reed (MTA CAC Secretary).

DPT – Department of Parking and Traffic: Lorraine Fuqua (Contract Analyst), and Steve Bell (Contracts Administrator), and guests from "Auto Return," the contracted towing service, John Wicker (President CEO), John Penaltion (Vice President), Donavan Fullard (Operations Manager Pier 70), and Dan Scanlon (Towing Manager).

Community Representatives Present: None.

2. Adopt the MTA CAC Minutes of April 7, 2005, also adopt CAC minutes of July, September, October, November and December of 2004:

Motion to adopt the MTA CAC minutes for April 2005, also July, September, October, November, and December of 2004 by Steve Ferrario.

2nd by Cesar Perez

CAC passed unanimously (see the roll call for ayes)

3. Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:

None.

4. Report of the Chair: Daniel Murphy (MTA CAC Chair)

a) Mr. Murphy would need to leave the meeting at 7:00 p.m. Steve Ferrario, Vice Chair, will assume the gavel at that time.

b) Jose Luis Moscovich, Executive Director with S.F. Transportation Authority (TA), sent a letter requesting that the MTA CAC designate a council representative to participate in meetings of TA's recently developed Para transit working group. Griffith Humphrey accepted the invitation. Mr. Murphy will forward a letter of support for Mr. Humphrey's candidacy to the TA. Letter in file.

5. Staff Report: Paul Czechowicz

Staff report was distributed for counsel's perusal.

Staff-Initiated Items

6. Service Adjustments: Matthew Lee (Service Planning), and Fred Stephens (General Manager of Transportation)

Daniel Murphy distributed several Service Adjustments related handouts.

Matthew Lee discussed the some of the lines that would be affected.

Questions and Comments from the CAC:

a) Dorris Vincent: The South East community would like a presentation highlighting the changes affecting the Bayview Hunters Point area. Ms. Vincent pointed out that there were no meetings posted for the South West area, which will be impacted by changes on the 24, 23, and 15 lines.

b) Dan Weaver: The Alemany community in District 7 would also like to know about the upcoming changes. How are the meetings on Service Adjustments meetings promoted, because he has not heard of any of the meetings and doubts if anyone in his community is aware of any community meetings on Service Adjustments? Public service announcements would draw plenty of public input. Answer: Placards are visibly posted on the back of the driver's panels and on the back of LRVs.

c) Bruce Oka expressed concerns for Senior and disability riders.

d) Mary Burns: How will service be affected on light rail especially the K, L, and M for the 4:00 a.m. commuters, and colleges? Answer: Reduced service hours may start as early as 4:00 a.m. Empty vehicles have been observed to be the norm during the early hours. While some of the lines may run every 8 minutes rather than every 5 minutes, on the other hand, those runs will be moved in to operate at a later period during peak commute time.

e) Art Cimento asked why couldn't MUNI merely just redistribute the drivers as needed and thus avoid layoffs? Answer: Such changes must only be guided through contracted negotiations between the Unions and MUNI.

f) Steve Ferrario asked, if passed, how soon would changes be implemented? Answer: The implementation process would begin August 27, 2005 with signup.

Daniel Murphy commented that many of the BOS are in favor of deeper service cuts and fewer parking increases. In closing comments from Fred Stephens, he pointed to page 8 of the handout entitled "MTA Proposed Service Changes for FY2006" on parking fine increases. Mr. Stephens said that the MTA would need much support on those items listed. Dorris Vincent suggested that each of the council members should secure clear dialog with their appointing City supervisor as to the needs and meanings of BOS support of the Budget and the consequences without.

7. Tow Contracts DPT: Steve Bell (DPT Contracts Administrator), and guests from "Auto Return," John Wicker (President CEO) and executive members

Mr. Bell reviewed recent developments in San Francisco's towing services and the transition to the new towing company, "Auto Return."

Mr. Wicker followed with a slide presentation highlighting services provided by "Auto Return."

Questions and Comments from the CAC:

a) Dorris Vincent:

What is the average turn around time a customer can expect to wait at the place of business "Auto Tow?" Answer: Due to new technology, the average transaction time is 6 minutes at the window counter.

Fees? Answer: The first 4 hours would be free. \$181.75 for 1 day per passenger vehicle plus \$28.50, and then \$35.00 each additional day, previously set in the RFP.

Youths have been successful in purchasing auctioned vehicles even without a driver's license, afterwards leaving the autos abandoned with the plates removed. Dan Weaver added that abandoned vehicles have sat as long as a year in some neighborhoods. Answer: "Auto Return" requires driver's licenses for car purchases. The SFPD and DPT departments also retain sweeps in various communities to clear abandoned vehicles.

b) Dan Weaver commented that there should be follow-up processes for auction purchased cars that have not been registered within 20 days. Answer: It is law that buyers have 20 days to register vehicles purchased from open auctions. Due to

limited staffing in California's DMV, follow-ups for registration is in need of improvement. SFPD asked "Car Return" to track vehicle purchases in order to implement programs that the Police can use to pursue violators. The company will be tracking buyers on a weekly base for connections with abandoned vehicles. Offenders can be banned from auctions.

c) Cesar Perez asked how many days would a car be kept in storage before it becomes actionable? Answer: 30 days for a cars bidding below \$4,000, otherwise 45 or longer days for higher value vehicles cars bidding over \$4,000 due to DMV's search to locate original owners.

Public Comment:

None.

Motion: Daniel Weaver recommended that the MTA approve the contract and follow up on the progress of car auctions in 6 months.

2nd By Dorris Vincent

CAC passed unanimously (see the roll call for ayes)

Council-Initiated Items

8. MUNI Service Deterioration Issues and Metro LRV Service Lack of Dependable Predictable Reliable Service and Service Standards: (Discussion/Action) Fred Stephens (General Manager of Transportation)

Daniel Murphy explained that the CAC is concerned about problems in the Metro System. Dan Weaver noted that significantly more situations have occurred during March and April of which service was not provided, according to schedule. On one evening Mr. Weaver observed no **K** cars for 45 minutes, but on another occasion there were no **M** cars. It would seem that those assigned to watch would make sure that these types of situations would not happen.

Mr. Stephens spoke that MUNI subway is experiencing an increasing number of open runs and some coupler problems. MUNI schedules have more service than MUNI has resources to accommodate and requires more money (overtime) to cover with operators that MUNI does not have. For the last couple of years MUNI has tried to severely cut back use of overtime for back filling purposes with the exceptions of filling all first and last runs, fill all owl runs, not allowing double and triple headways, and not allowing consecutive opened runs.

He distributed and reviewed handouts to address open runs, vacant shifts, and vehicle availability (specifically LRVs and subways).

Daniel Murphy Chair and Bruce Oka had to depart at 7:00 p.m. No Pro Temp for the Chair was required as Steve Ferrario the Vice Chair, continued chairing meeting. Quorum was still maintained.

Questions and Comments from CAC

a) Norman Rolfe asked about operators signed up for specific runs, how does MUNI work out essentially changing the runs that they have signed up for, example changing their **L** line to and **M** line. Answer: Operators have been positively flexible on the needs to change their lines as rail car situations arise across the lines, of

course unless the operator was not familiar with the route.

b) Mary Burns asked why don't inspectors do more to reduce long gaps resulting in bunching, especially in a.m. and p.m. commute times. Answer: On rails, one car on the tracks that delays 15 minutes for whatever reason, passing up a late car for the trailing cars, is not an option.

c) Art Cimento asked that since there are more runs than operators, why wait until August 27, 2005 for signup to reduce the number of runs when we can save money by reducing the number runs now with the current inventory of operators, thus increasing the reliability of the runs? Level out the holes and overfills for reliability. Answer: Bureaucracy. Layoffs are given 90-day notices. In the meantime the City offers retirement insensitive to senior employees to save junior employees jobs. Paul Czechowicz also added that he would provide the contract covering assignment of work and changes in schedules. Only due to Metro emergencies, could drivers be switched due to emergencies only.

d) Dorris Vincent reported that the call-in report number for complaints does not work. Tuesday 5/3/05, she waited for almost an hour for the 44 O'Shaughnessy and was later told that 3 drivers had been pulled from their 44 assignment to drive the 71 Haight-Noriega lines. She recalled several similar experiences of long waits for the 44 lines.

Mr. Ferrario invited Michael Hursh (MUNI Deputy General Manager Maintenance) and engineers to the EMSC meeting on May 19, 2005, to address concerns regarding Breda.

9. Resolution No. 4-18-05 from the PMC: (Discussion/Action)

Steve Ferrario felt that since Bruce Oka PMC Chair was no longer present for the evening, discussion and action on the resolution should be rescheduled.

10. Committee Reports:

None.

11. Council Members' questions and Comments:

Steve Ferrario received a request asking to charter a historic streetcar for a film festival. Michael Hursh was recommended by Fred Stephens to be the person for contact.

Norman Rolfe commented that drivers are still being written up for arriving early, and Mr. Rolfe felt that write ups should be for leaving early. Passengers detained on busses waiting for time are delayed for their transfer points resulting in passengers missing buses. Paul Czechowicz responded that several bulletins have been issued pointing out that it is the leaving time from the time point that should be used for On-Time performance.

Dorris Vincent acknowledged receiving a call from Dennis Tsai, (MUNI Senior Project Manager Engineering & Construction Division) regarding the broken tree guards of the 3rd Street Light Rail project.

12. Agenda Planning for June Meeting:

Not covered due to the lateness of time.

13. Adjournment 7:38 p.m.

Attachments and handouts:

Agenda Item 2 –

April 7, 2005 MTA CAC minutes

Agenda Item 4 –

Letter from Jose Luis Moscovich (Executive Director, S. F. Transportation Agency)

Agenda Item 6 –

Summary of 2005 Proposed Service Adjustments

MTA Proposed Service Changes for FY 2006

(4) Maps of routes for service adjustments

Agenda Item 8 –

Open runs comparison

LR vehicles average a.m./ p.m. availability

Vacant Shifts – Embarcadero Tower

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About Muni: Boards and Committees:

CAC June 6, 2005, agenda

**City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)**

**Notice of Rescheduled Meeting and Agenda
for**

**Monday, June 6, 2005 at 5:30 p.m.
1145 Market Street, 5th Floor (Main Conference Room)
San Francisco, California**

Members:

Daniel Murphy (Chair), Steve Ferrario (Vice Chair), Mary Burns, Sue Cauthen,
Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey,
Bruce Oka, Cesar Perez, Norman Rolfe, Dorris Vincent, and Daniel Weaver
(2 Vacancies)

Committees:

Engineering, Maintenance & Safety (EMSC)

Daniel Weaver (Chair), Steve Ferrario, and Bruce Oka

Finance & Administration (FAC)

Daniel Murphy (Chair), Emily Drennen, Griffith Humphrey, and Bruce Oka

Operations & Customer Service Committee (OCSC)

Joan Downey (Chair), Mary F. Burns, Sue Cauthen, Daniel Murphy, and Norman Rolfe

Planning & Marketing Committee (PMC)

Bruce Oka (Chair), Emily Drennen, Norman Rolfe, and Dorris Vincent

The MTA CAC may be contacted as follows:

**Municipal Transportation Agency Citizens' Advisory Council
401 Van Ness Avenue Room 334 – San Francisco, CA 94102-4524
((415) 554-6873 FAX (415) 554-4143**

City & County of San Francisco

**Municipal Transportation Agency
Citizens' Advisory Council (CAC)**

**AGENDA
Notice of Regular Meeting and Agenda
for
Monday, June 6, 2005 at 5:30 p.m.
1145 Market Street, 5th Floor (Main Conference Room)
San Francisco, California**

Item #	Item	Estimated Time
1.	Call to Order/Roll Call	5:30
2.	Adopt Minutes of May 5, 2005 [Attachment] (Discussion/Action)	5:33
3.	Public Comment - Concerning any issue within the jurisdiction of the Council not on the agenda.	5:35
4.	Report of the Chair (Discussion) Daniel Murphy (MTA CAC Chair)	5:40
5.	Staff Report (Discussion) Paul Czechowicz (MTA CAC Staff Liaison)	5:45
Staff-Initiated Items		
6.	Integrating MUNI and DPT Planning (Discussion/Action) William Lieberman (MTA Planning Director)	5:50
7.	Short Range Transit Plan (SRTP) (Discussion/Action)	6:25
Council-Initiated Items		
8.	Recommendations from the CAC Committees (Discussion/Action) OCSC 51605.01 The MTA CAC recommends that the ticket vending machines proposed as part of the new MUNI Wayside collection system sell Senior, Youth, and Disabled tickets as well as 1-day, 3-day, 7-day and Token fares. 51605.02 The MTA CAC recommends that as part of the WAFER project the ticket vending machines should take advantage of the economy of scale for other locations that are identified as high volume surface stops in the Metro system for the top 8 to 10 locations.	6:35

	FAC 51805.03 WHEREAS, The City and County of San Francisco has an adopted "Transit-First" policy, and WHEREAS, approximately two-thirds of San Francisco residents are regular MUNI riders, THEREFORE BE IT RESOLVED THAT The MTA CAC recommends that none of the \$9.2 million in General Fund transfer identified by the City Controller, nor any future Proposition 42 funds be used to reduce parking fines or parking fees. EMSC 51905.04 The MTA CAC recommends that MUNI exempt Emergency Road Call Response staff from hiring freezes and overtime prohibitions because fast and reliable road service is essential to maintain reliable transit service.	
9.	Committee Reports	7:00
10.	Council Members' Questions and Comments	7:10
11.	Agenda planning for July 7, 2005 meeting. Tentatively Scheduled Next Regular Meeting: Thursday, July 7, 2005, 5:30pm, 1145 Market Street, 5th Floor (Main Conference Room)	7:25
12.	Adjournment	7:30

Attachments:

Agenda Item #2

Attachment – Minutes from May 5, 2005 meeting

NOTES:

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**About Muni: Boards and Committees:
CAC June 6, 2005, minutes**

City and County of San Francisco

Municipal Transportation Agency

Citizens' Advisory Council (MTA CAC)

FINAL MINUTES

of

Rescheduled Regular Meeting

Monday, June 6, 2005 at 5:30 p.m.

1145 Market Street, 5th Floor (Main Conference Room)

San Francisco, California

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1. Call to Order / Roll Call (Agenda Item 1). The regular meeting of the Municipal Transportation Agency citizens' Advisory Council (MTA CAC) was called to order at 5:31 p.m., Monday, June 6, 2005. Daniel Murphy (chair) presided. A quorum was present including the following:

MTA CAC Members Present at Roll Call: Daniel Murphy (Chair), Steve Ferrario (Vice Chair), Mary Burns, Sue Cauthen, Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey, and Daniel Weaver.

MTA CAC Members absent at Roll Call: Cesar Perez, arrived at 5:38 p.m.

MTA CAC Absent: Bruce Oka, Norman Rolfe, and Dorris Vincent.

MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) Present: William Lieberman (MTA Deputy Director – Planning), and Deborah W. Denison (MUNI IT Project Manager).

Community Representatives Present: Roger Basely – Transportation Advocate – Safety – Middle School

2. Adopt the MTA CAC Minutes of May 5, 2005:

Motion to adopt the MTA CAC minutes for May 2005 by Joan Downey.

2nd by Mary Burns

CAC passed unanimously (Ayes - Murphy (Chair), Ferrario (Vice Chair), Burns, Cauthen, Cimento, Downey, Drennen, Humphrey, and Weaver)

3. Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:

Tape recording was inaudible.

4. Report of the Chair: Daniel Murphy (MTA CAC Chair)

a) Executive Director Michael T. Burns announced his resigning from the MTA effective July 15, 2005. Interim MTA Executive Director was to be Stuart Sunshine. Mr. Murphy would be proactively seeking to have MTA CAC participation with the MTA Board in the search and selection process for the next executive director.

b) Additional money to the MTA that became available from the state will be applied toward Adult Fast passes to delay its price increase through 2005.

c) The 4 amended raises of parking fines and fees, also an amendment by Supervisor Ross Mirkarimi, were all defeated at the Board of Supervisors.

d) Paul Czechowicz (MTA CAC Liaison) would be terminating his employment with the MTA July 1, 2005. Mr. Murphy would be meeting with Michael Burns regarding Mr. Czechowicz's successor.

5. Staff Report: Deborah Denison (MUNI IT Project Manager)

Ms. Denison distributed copied of a memo from Michael T. Burns, MTA Executive Director. Daniel Murphy added that Mr. Burns had accepted the position as head of VTA in Santa Clara County.

Staff-Initiated Items

6. Integrating MUNI and DPT Planning: (Discussion/Action) William Lieberman (MTA – Deputy Director - Planning)

During the month of July 2005, many of various offices of both MUNI and DPT will be moving to 1 South Van Ness Avenue. DPT and MUNI planners will occupy the same floor, with goals of developing an environment of better communication and sharing between the departments.

Future projects:

Pedestrian Master Plan – As an element of the City plan, an urban transportation developed around a good pedestrian system.

Bicycle Policy – Working into the network elements.

2 Bus Rapid Transit projects – Goals to address traffic congestion with BRT priority traffic

and frequency of stops by way of sliming down on stops, similar to that of Limited lines.

Questions and Comments from the CAC

a) Emily Drennen:

Describe his vision for "complete streets", considering all the modes, bikes, transit, etc. Will these work themselves out on each project or will they be worked out on some policy level?
Answer: While particulars are still being worked out, there will be some "complete streets" when everything will be shared, while others will be A and B streets.

In looking at the budget, including State and Federal money, and how many funded projects can the Planning group take on, is there a plan for consolidating grants, contracts, etc?

Answer: The Capitol Grants unit has been retained in Mr. Lieberman's division. They are also communicating with DPT as to their needs for grants. While working within the Budget, consolidations will be made where consolidation makes sense. He would like to see more joints, submittals, etc.

b) Steve Ferrario:

Does the job of Director Planner encompass both Capitol bodies and Service Planning?

Answer: Yes

What changes have been observed in the relationship of the MTA with the S. F. Transportation Authority (TA), especially as it relates to the 38 Geary line? Answer: The relationship is a good one. The TA is comprised of competent people. The relationship with the TA is still evolving as the MTA assures them of real support. The hope is that the new Executive Director will also share that same ideality, as did Michael T. Burns.

DPT just installed a massive Emergency Response Center (ERC). Answer: While DPT is expected to complete the move to the South Van Ness facility by December 2005, it may be a few years out before bringing the ERC to the new location in view of the investment.

c) Sue Cauthen:

The 39 Coit project has encountered some recent resistance by people preferring to use their own cars, feeling the service is not good enough, wanting more lines, including one suggestion of fewer stops. Answer: There were new buses that look sleek compared to the simply painting ones from our present fleet. BRT was a package that included some priority in traffic, upscale vehicles, passenger informational, also including nice waiting areas. What people generally seem to want to know about transit is, how frequent, routes near jobs, near places of residence, nice seats, etc. Also people who avoid transit are seeing transit as a last resort, as something less than upscale. Of course upscale comes with a price, i.e., upscale vehicle with a comparable fare for the value added.

d) Joan Downey:

Part of the Geary corridor goes through District 5. Erroneous material was being circulated from an unknown source in connection with the BRT, which has come to the attention of the President of the San Francisco Coalition for Neighborhoods. Ms. Downey will forward a copy to Mr. Lieberman for his review.

e) Daniel Murphy:

In view of MUNI's service adjustments, what benefits will BRT offer the public? Answer: BRT will offer faster commute to the longer distance traveler through reduced frequency of stops, similar to that of the Limited lines, however there will still be the parallel transit lines servicing local stops.

Public Comment

Roger Basely – Transportation Advocate – Safety – Middle School

Mr. Basely felt that many people are often too busy to get involved with transit planning. SFCTA saw DPT as not having the vision/goal, due to being deeply involved with methodology. He hopes to see Mr. Burns's replacement with good planning and an overall planning concept. (Tape recording inaudible)

7. Short Range Transit Plan (SRTP): (Discussion/Action)

Daniel Murphy announced that the Draft for SRTP would be available June 7, 2005, with a timeframe for comments in July 2005. William Lieberman also announced that he would be making a presentation to the Board.

Council-Initiated Items

8. Recommendations from the CAC Committees (Discussion/Action)

Motion: The MTA CAC recommends that the ticket vending machines proposed as part of the new MUNI Wayside collection system sell Senior, Youth, and Disabled tickets as well as 1-day, 3-day, 7-day and Token fares.

CAC **passed** unanimously (Ayes - Murphy (Chair), Ferrario (Vice Chair), Burns, Cauthen, Cimento, Drennen, Humphrey, Perez, and Weaver)

Motion: The MTA CAC recommends that as part of the WAFER project **the MTA should take advantage of the economy of scale and buy ticket vending machines for other locations that are identified as high volume surface stops in the Metro system.** (Wording amended.)

CAC **passed** unanimously (Ayes - Murphy (Chair), Ferrario (Vice Chair), Burns, Cauthen, Cimento, Drennen, Humphrey, Perez, and Weaver)

Motion: WHEREAS, The City and County of San Francisco has an adopted "Transit-First" policy, and

WHEREAS, approximately two-thirds of San Francisco residents are regular MUNI riders,

THEREFORE BE IT RESOLVED THAT The MTA CAC recommends that none of the \$9.2 million in General Fund transfer identified by the City Controller, nor any future Proposition 42 funds be used to reduce parking fines or parking fees **from proposed levels.** (Wording amended.)

Proposal was **not** agreed to:

CAC members in favor (Ayes - Murphy (Chair), Burns, Drennen, Humphrey, and Perez)

CAC members opposed (Nay - Ferrario (Vice Chair), Cauthen, Cimento, and Weaver)

Motion: The MTA CAC recommends that MUNI exempt Emergency Road Call Response staff from hiring freezes and overtime prohibitions because fast and reliable road service is essential to maintain reliable transit service.

CAC **passed** unanimously (Ayes - Murphy (Chair), Ferrario (Vice Chair), Burns, Cauthen, Cimento, Drennen, Humphrey, Perez, and Weaver)

9. Committee Reports

a) Sue Cauthen: Per Michael Burns, proponents for the 39 Coit project could have copies of the legal opinion that DPT received from John Kennedy.

b) Mary Burns: Commended the Traffic Engineering Department. They responded to a letter to review the stop sign and traffic situation at West Portal flowing on to Sloat Boulevard by the St. Francis Circle, as unsafe for pedestrian crossing. Along with zebra stripping crosswalks, they will be installing a special stop sign that will alert drivers to watch for pedestrians crossing from the right.

c) Steve Ferrario: Read a line from a San Francisco Chronicle Letter to the Editor, dated May 21, 2005, titled: "MUNI versus Pick Pockets". "MUNI station agents won't run both escalators at the West Portal Station forcing old people and the disabled to go out of the station, into the rain, if they want to change platforms, because it's the regulations." Mr. Ferrario said he had observed many station escalators inoperable. Engineering or Operations should keep them up and running, especially at West Portal. Emily Drennen added that she is working with various advocates for safe works to transit that include issues such as, access for disabled and wheelchair bound people. Daniel Murphy will agendize "escalators for safety purposes for the disabled and wheelchair bound".

10. Council Members' questions and Comments: (Discussion/Action)

a) Sue Cauthen was expecting a copy of the legal opinion regarding the 39 Coit.

b) Joan Downey:

71 Haight-Noriega bus line: A stop sign is being installed at Frederic Street at Willard, across the street from Kezar stadium, hindering the 71 line run, along with a bigger problem of a stoplight added at Stanyon and Frederic streets. Waller Street has been closed to traffic going through Golden Gate Park, resulting in traffic backup which further effects the 71 line. DPT may want to look into perhaps, putting in a "left hand turn signal" at the traffic light.

MUNI Park on West Portal at the N Judah line at Carl and Cole streets: 1) A series of E-mails reporting debris and rat infestation resulting from trash left by homeless people taking residence there and their pets. Notes forwarded to Ted Aranas, Acting Head of Facilities seems to have gone ignored. 2) Also, the sprinkler system watering the lawn has been turned off due to Budget woes. Neighbors were willing to help with watering and mowing the

lawn with appropriate permission. Daniel Murphy and Daniel Weaver felt that the EMSC Committee could look into the MUNI's grounds/maintenance issues.

11. Agenda Planning for July, 2005 Meeting:

Tentatively Scheduled Next Regular Meeting:

- a) Invite Stuart Sunshine as the Interim Executive Director to talk about transition.
- b) Baseball schedule impact on LRV and how will it all work together. Jim Kelly and Fred Stephens.
- c) MUNI's response to requests for public records in general.

12. Adjournment

Attachments:

Agenda Item 2 –

May 5, 2005 minutes

Agenda Item 5–

E-mail from Michael T. Burns announcing his resignation

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**Notice of Regular Meeting and Agenda
"Location Change"
for**

**Thursday, July 7, 2005 at 5:30 p.m.
401 Van Ness Avenue, Room 334 (Conference Room 335)
San Francisco, California**

Members:

Daniel Murphy (Chair), Steve Ferrario (Vice Chair), Mary Burns, Sue Cauthen,
Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey,
Bruce Oka, Cesar Perez, Norman Rolfe, Dorris Vincent, and Daniel Weaver
(2 Vacancies)

Committees:

Engineering, Maintenance & Safety (EMSC)

Daniel Weaver (Chair), Steve Ferrario, and Bruce Oka

Finance & Administration (FAC)

Daniel Murphy (Chair), Emily Drennen, Griffith Humphrey, and Bruce Oka

Operations & Customer Service Committee (OCSC)

Joan Downey (Chair), Mary F. Burns, Sue Cauthen, Daniel Murphy, and Norman Rolfe

Planning & Marketing Committee (PMC)

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401 Van Ness Avenue Room 334 – San Francisco, CA 94102-4524
(415) 554-6873 FAX (415) 554-4143**

Disability Access

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The meeting location is wheelchair accessible. The closest BART station is Civic Center, about four blocks from the meeting location. Accessible Muni lines nearest the meeting location are the 5-Fulton, 21-Hayes, 47-Van Ness, and 49 Mission-Van Ness. The closest Muni Metro stop is Van Ness station, where one can transfer to a 47-Van Ness or 49 Mission-Van Ness bus. For more information about Muni accessible services, call 415-923-6142.

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City & County of San Francisco Municipal Transportation Agency Citizens' Advisory Council (CAC)

AGENDA

"Location Change"

Notice of Regular Meeting and Agenda for

Thursday, July 7, 2005 at 5:30 p.m.

**401 Van Ness Avenue, Room 334 (Conference Room 335)
San Francisco, California**

Item #	Item	Estimated Time
1.	Call to Order/Roll Call	5:30
2.	Adopt Minutes of June 6, 2005 [Attachment] (Discussion/Action)	5:33
3.	Public Comment - Concerning any issue within the jurisdiction of the Council not on the agenda.	5:35
4.	Report of the Chair (Discussion) Daniel Murphy (MTA CAC Chair)	5:40
5.	Election of Chair (Discussion/Action)	5:45
6.	Election of Vice Chair (Discussion/Action)	5:50
7.	Staff Report (Discussion)	5:55

Staff-Initiated Items		
8.	Transition (Discussion/Action) Stuart Sunshine – Interim Executive Director	6:00
9.	Short Range Transit Plan (S RTP) (Discussion/Action) Duncan Watry, and Ann Fuller (MUNI Transit Planning)	6:20
10.	Baseball Schedule Impact on LRV (Discussion/Action)	6:40
Council-Initiated Items		
11.	Committee Reports	6:55
12.	Recommendations from the Operations and Customer Service Committee (OCSC) (Discussion/Action) 41805.01 The MTA CAC recommends that the Cable Car division seek to end the process of commingling of cable car operator's personal funds with cash fare revenues. 41805.02 The MTA CAC recommends that the Cable Car division accounting process track average hourly collection by operator.	7:00
13.	Recommendation from the Planning and Marketing Committee (PMC) (Discussion/Action) 41805.03 WHEREAS, a pilot study undertaken by DPT found that 90% of the public approved of the new pedestrian countdown signal heads; and WHEREAS, San Francisco is a national leader in installing pedestrian countdown signals; and WHEREAS, locations with new pedestrian countdown signals see a 52% average reduction in pedestrian injuries; and WHEREAS, the costs to retrofit and/or to install new pedestrian countdown signals are very low in relation to their benefit; THEREFORE BE IT RESOLVED, that the MTA CAC urges the Transportation Authority to prioritize installation of new and retrofitted pedestrian countdown signals, especially in areas with high pedestrian traffic, high pedestrian injuries and/or deaths and near schools.	7:05
14.	Recommendation from the Finance and Administration Committee (Discussion/Action) 51805.06 WHEREAS, industry-wide statistics for fare evasion vary widely; and	7:10

	WHEREAS, approximately 15% to 20% of Metro riders contacted by fare inspectors are without a valid fare instrument; and WHEREAS, a pilot program that used light-duty MUNI personnel to discourage riders from entering from the rear doors of the 14 Mission bus resulted in a 14% to 18% increase in fares; and WHEREAS, MUNI is planning to move towards a system-wide Proof of Payment (POP) policy in order to increase efficiencies and revenue; now THEREFORE BE IT RESOLVED THAT The MTA CAC recommends that MUNI initiate a pilot (program or study) by which fare inspectors and light-duty personnel conduct random inspections on MUNI lines throughout the City in order to determine the scope of net revenue lost to fare evasion, including a breakdown by type of fare (adult, youth, senior/disabled) lost to evasion.	
15.	Council Members' Questions and Comments	7:15
16.	Change in Location of Regular CAC Meeting (Discussion/Action)	7:20
17.	Agenda planning for August 4, 2005 meeting. Tentatively Scheduled Next Regular Meeting: Thursday, August 4, 2005, 5:30pm, 401 Van Ness Avenue, Room 334 (Conference Room 335)	7:25
18.	Adjournment	7:30

Attachments:

Agenda Item #2

Attachment – Minutes from June 6, 2005 meeting

Agenda Item #14

Attachment – Fare Evasion, April 2005 Report

NOTES:

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CAC July 7, 2005, minutes

**City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (MTA CAC)**

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**FINAL MINUTES
of
Regular Meeting**

SEP 27 2005

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**Thursday, July 7, 2005 at 5:30 p.m.
401 Van Ness Avenue, Room 334 (Conference Room 335)
San Francisco, California**

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1. Call to Order / Roll Call (Agenda Item 1). The regular meeting of the Municipal Transportation Agency citizens' Advisory Council (MTA CAC) was called to order at 5:37 p.m., Thursday, July 7, 2005. Daniel Murphy (chair) presided. A quorum was present including the following:

MTA CAC Members Present at Roll Call: Daniel Murphy (Chair), Steve Ferrario (Vice Chair), Mary Burns, Art Cimento, Joan Downey, Emily Drennen (Departed 7:20), Griffith Humphrey (Departed 7:45), Norman Rolfe, Dorris Vincent, and Daniel Weaver.

MTA CAC Members absent at Roll Call: Sue Cauthen, arrived 5:40 p.m.

MTA CAC Absent: Bruce Oka, and Cesar Perez.

MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) Present: Stuart Sunshine (MTA Deputy Executive Director), Duncan Watry (MTA Transit Capital Planning), Deborah W. Denison (MTA CAC Liaison), and Debra Reed (MTA CAC Secretary).

Community Representatives Present: None

2. Adopt the MTA CAC Minutes of June 6, 2005:

Motion to adopt the MTA CAC minutes for June 2005 by Joan Downey.
2nd by Mary Burns

CAC passed (Ayes - Murphy (Chair), Ferrario (Vice Chair), Burns, Cimento, Downey, Drennen, Humphrey, Rolfe, Vincent, and Weaver)

Abstain - Norman Rolf (he was not present for the June 6, 2005 meeting)

3. Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:

None.

4. Report of the Chair: Daniel Murphy (MTA CAC Chair)

a) Today's CAC meeting was moved to room 110B located at 401 Van Ness Avenue due to a previous meeting still in session in room 334, conference room 335.

b) Due to the Terrorist attack this morning, July 7, 2005, in London, England; Department of Homeland Security raised the alert level on all transit systems nationwide to code "Orange." MUNI has been in various meetings today to manage security.

c) Mr. Murphy had been meeting with Executive Recruiter, Stephanie Pensens with Gilbert Tweed Associates from New York, New York, searching for replacement candidates for both the Executive Director and the Executive Financial Director positions. Should the CAC have any feedback to pass along to the Recruiter, please contact Mr. Murphy. The search committee consists of 3 key people, MTA Chair Cleopatra Vaughns, Ed Harrington, and Executive Director Michael T. Burns. Since July 15, 2005 would be Mr. Burns' last day, there would most likely be a replacement for his committee spot to continue the search.

d) Three charter amendments were up to be updated.

- Supervisor Ammiano's MTA Board Appointment measure – which splits board member appointments between the Mayor and the Board of Supervisors. There was a concern that a Board of new members selected for seat in April 2006, could affect the MTA's search process for the new Executive Director.

- Supervisor Sandoval MTA Reform measure – reverses many of the reforms instituted in Proposition E and returns line-item budgetary control to the Board of Supervisor. This measure did not receive much support from the BOS.

- Supervisor Alioto-Pier's Charter Amendment – calls for parking meter enforcement on Sundays with revenues going to the local business district instead of the MTA, which could be an exemption on the funding mechanism provided in Proposition E. While not presently presenting a revenue issue, it could potentially affect a revenue source for MTA.

- An additional amendment from Supervisor Peskin – required that people serving on Charter commissions when their term ends, would need to be re-appointed within 120 days, or they would be dropped from their commission. Also he was proposing a term limited to "2" terms on Charter commissions. Supervisor Peskin did state that he would be adding an amendment that would exempt Citizens Advisory Councils.

5. Election of Chair:

Motion by Normal Rolfe to nominate Daniel Murphy as Chair of the MTA CAC

2nd by Sue Cauthen

Motion by Sue Cauthen to close nominations for MTA CAC Chair

2nd by Norman Rolfe

CAC passed (Ayes - Burns, Cimento, Downey, Drennen, Ferrario, Humphrey, Murphy, Rolfe, Vincent, and Weaver)

6. Election of Vice Chair:

Motion by Dorris Vincent to nominate Steve Ferrario as Vice Chair to the MTA CAC

2nd by Mary Burns

Motion by Sue Cauthen to close nominations for MTA CAC Vice Chair

2nd by Dan Weaver

CAC passed (Ayes - Burns, Cimento, Downey, Drennen, Ferrario, Humphrey, Murphy, Rolfe, Vincent, and Weaver)

7. Staff Report: Deborah W. Denison (MTA CAC Liaison)

Staff report was distributed for review.

Joan Downey received an E-mail announcing a farewell party for Executive Director, Michael T. Burns. Invitations were distributed by Debra Reed.

Art Cimento asked had the FY06 Budget process been completed? Answer: Deborah Denison responded that the FY06 Budget was approved and in progress with July in the first quarter of Budget year FY06.

Staff-Initiated Items

8. Transition: Stuart Sunshine, MUNI Deputy Executive Director (Discussion/Action)

Monday morning began with the terrible news of the Terrorist attacks in London, England. Before speaking about the Transition topic, in view of the code "Orange" alert, Mr. Sunshine commended the teaming efforts between MUNI Operations, Maintenance, Security, light duty officers and employees, and the San Francisco Police Department during the looming crises mode. Every MUNI vehicle, tunnel, platform was thoroughly searched by 4:00 a.m., before the commute hours had started. The Federal Government does reimburse the City for costs associated with code "Orange" such as overtime involved with the Police Department, and MUNI personnel dealing with security.

Steve Ferrario asked about stations co-occupied by MUNI and BART. Answer: The agencies worked together in terms of sweeps, walk throughs, and the strong presence of uniform wearing personnel. BART also requested K-9 units be brought up by SFPD from SFO.

Transition: Mr. Sunshine would be the interim Executive Director for an unspecified term

until the permanent Executive Director would be selected. The national search began during June 2005. Ms. Stephanie Pesen with Gilbert Tweed Associates from New York, New York, specialized in transportation and was also instrumental in selecting Michael T. Burns. Stake Holders and Boards would also be involved.

Questions and Comments for the CAC

Emily Drennen asked about progress of the MTA merge between MUNI and DPT. Answer: Mr. Sunshine was the Director of DPT for two and a half years prior to accepting his position as MTA Deputy Executive Director. Success to date was the merge of finance bureaus, Human Resources, and Planning under the leadership of William Lieberman. An organizational team would be further working with Operations, Maintenance, Planning, and Finance, to continue the success of the MTA merging project.

Daniel Murphy asked about the status of the search for a Chief Finance Officer (CFO). Answer: The CFO search, on hold, will resume when the new Executive Director along with the new MTA board would be firmly established in year 2006.

Dorris Vincent asked:

Is it possible that the Executive Director could already be firmly established before the new MTA board is selected in April 2006 through pressure from the public? Answer: The new Executive Director would have a contract in place. Building of positive relationships could be established between the Executive Director and the new MTA Board to continue as a team to achieve MTA visions.

How many people were laid off? Answer: Layoffs have not occurred yet. Through new schedules, a reduction in \$13 million in services, matching staff with resources, 3 plus 3 early retirement, the goal would be minimal "0".

Art Cimento asked:

Would the MTA Board continue to support the agenda as set out by Michael T. Burns for the MTA or would there be changes? Answer: No, the MTA was very supportive the Mr. Burns plans, particular in view of the financial situation to search for long-term solutions to improve the stability of the Department.

Were there any significant policies or differences spotted among candidates for the Executive Director that may possibly change or extend the current set of policies and priorities for the MTA? Answer: Mr. Sunshine had no information on the candidate pool.

Sue Cauthen asked about a legal opinion regarding what an attorney told DPT about the project to limit parking at Coit Tower. Answer: Mr. Murphy responded that Paul Czechowicz returned to the MTA and would be able to answer the request.

Dan Weaver asked if Supervisor Tom Ammiano had expressed any background information to explain his legislation to establish a new MTA board with all new members in April 2006. Answer: Daniel Murphy responded that goals for the legislation might possibly include an opportunity to select a more diverse MTA board in term of outlook and priorities. Until now, no grievances had been expressed.

Mary Burns suggested that MUNI should seek changing its work culture, especially drivers,

changing the understanding of customer service and how to respond with customers. Daniel Murphy asked about status on the contract with Labor Union 250A. Answer: The 250A contract would expire in 2008. Already as a requirement under the Charter, MUNI would be required to pay certain salary and benefits programs. Part of the success of the MTA definitely would be Local 250A. Mr. Sunshine regular meetings have already been established over the past year with 250A to build a strong relationship to improve MUNI operations. Other significantly important unions include, 790, 1414, PCOs, 200, station agents, maintenance, etc.

Joan Downey asked about the future of safety meetings established by Michael T. Burns to improve safety. Answer: Mr. Sunshine values safety issues as priority and would continue regular meetings.

9. Short Range Transit Plan (SRTP): Duncan Watry, MUNI Transit Capital Planning (Discussion/Action)

Mr. Watry opened with the distribution and review of both the SRTP and copies of the SRTP PowerPoint presentation for the MTA Board. The SRTP is required and funded by the MTC through a Federal grant every 2 years to update the list of MUNI service planning and capital projects. The public review period for comments would close 2:00 p.m. July 19, 2005 by the MTA Board at their meeting. Changes to the SRTP would be produced based on comments received with the final edition to be released August/September 2005.

The SRTP included new and updated sections on the 3rd Street project, Central Subway, Proposition E Service Standards, and Bus Rapid Transit (BRT). Also updated were details of the Operating Budget, including new funding sources, such as, RM2. A new fleet plan chapter was prepared in response to questions from the FTA, and their significant updates on the Capital Improvement Program (CIP).

Comments and input for the SRTP should be addressed to Marguarite Fuller in MUNI Capital Planning.

Questions and Comments from the CAC

Emily Drennen asked does MUNI approach lawmakers for specific projects? Answer: Earmarks are requested through the Mayor's office.

Dan Weaver suggested adding an executive summary or a "how to read this book" page that would explain how to use the book and read the tables. Sue Cauthen suggested an index.

Mr. Weaver also asked would maintenance, painting, lighting, and landscaping cuts, fit in the SRTP? Answer: Such projects are usually covered in the operating budget, but MUNI sometimes applies to funding agencies for these types of projects and the agencies in turn decide what projects they would or would not fund.

Ms. Downey questioned the table #94, page 166 as not specific on various rail replacement projects. Answer: Mr. Watry redirected readers to page 130 for specification on components.

Art Cimento commented that the SRTP contained unrealistic data projections. Example, the SRTP reported salary increases of 7% per year over the past 5 years, yet the SRTP table projected salary increases of 3% over the next 20 years, how realistic were SRTP projections? Costs are going up faster than revenues, contingencies have been exhausted,

ridership was flat, City population has gone stagnant, voters refused to support taxation for additional funding, difficulty raising fares, ongoing services cut, no new sources of revenue have been identified. Daniel Murphy added that there was a need to address MUNI's structural deficit.

Mr. Cimento, Mr. Weaver, and Mr. Murphy pointed out that while privatization is not a desirable alternative, MUNI needed to focus on the future of MUNI, identifying alternatives, better funding streams, increase ridership in order to keep MUNI alive. Answer: The Deputy Director of MTA Planning had expressed similar concerns; receiving such public comments in writing would have an impact.

10. Baseball Schedule Impact on LRV: (Discussion/Action)

Per E-mail, dated July 7, 2005 from Jim Kelly, requested to please continue this item at the next MTA CAC meeting due to the fact that all transit systems Nationwide were focused on the code "Orange" alert in view of the terrorist attacks, which occurred in London, England.

Council-Initiated Items

11. Committee Reports:

Mary Burns reported that as President of the Neighborhood Association, she has been receiving many complaints from residents in her area of plaster cracks, cement falling off pillars in garages as a result of shaking caused by BREDAs passing by. What venue is available to report such complaints? Answer: Deborah Denisen responded that Citizens can always submit PSRs, however she will investigate for a point of contact for such complaints.

12. Recommendations from the Operations and Customer Service Committee (OCSC) (Discussion/Action)

41805.05 The MTA CAC recommends that the Cable Car division seek to end the process of commingling of cable car operator's personal funds with cash fare revenues.

Discussion: Cable Car operators bring coinage change to work for passengers from their personal funds. At the end of shift they they go through change comingled with their personal funds to turn in what was fare revenue. Norman Rolfe responded that historically operators previously provided change, however that practice should be discontinued.

CAC passed (Ayes - Murphy (Chair), Ferrario (Vice Chair), Burns, Cimento, Downey, Humphrey, Rolfe, Vincent, and Weaver)

41805.06 The MTA CAC recommends that the Cable Car division accounting process track average hourly collection by operator.

Discussion: To better controll possible embezzlement of funds, MUNI could utilize receipt data.

CAC passed (Ayes - Murphy (Chair), Ferrario (Vice Chair), Burns, Cimento, Downey, Humphrey, Rolfe, Vincent, and Weaver)

13. Recommendations from the Planning and Marketing Committee (PMC) (Discussion/Action)

41805.07 WHEREAS, a pilot study undertaken by DPT found that 90% of the public approved of the new pedestrian countdown signal heads; and

WHEREAS, San Francisco is a national leader in installing pedestrian countdown signals; and

WHEREAS, locations with new pedestrian countdown signals see a 52% average reduction in pedestrian injuries; and

WHEREAS, the costs to retrofit and/or to install new pedestrian countdown signals are very low in relation to their benefit;

THEREFORE BE IT RESOLVED, that the MTA CAC urges the Transportation Authority to prioritize installation of new and retrofitted pedestrian countdown signals, especially in areas with high pedestrian traffic, high pedestrian injuries and/or deaths and near schools.

Discussion: City plans for countdown signals should be labeled as a top priority.

CAC passed (Ayes - Murphy (Chair), Ferrario (Vice Chair), Burns, Cimento, Downey, Humphrey, Rolfe, Vincent, and Weaver)

14. Recommendations from the Finance and Administration Committee (FAC)
(Discussion/Action)

51805.06 WHEREAS, industry-wide statistics for fare evasion vary widely; and

WHEREAS, ~~approximately 15% to 20%~~ **a significant number** of Metro riders contacted by fare inspectors are without a valid fare instrument; and (wording amended)

WHEREAS, a pilot program that used light-duty MUNI personnel to discourage riders from entering from the rear doors of the 14 Mission bus resulted in a 14% to 18% increase in fares; and

WHEREAS, MUNI is planning to move towards a system-wide Proof of Payment (POP) policy in order to increase efficiencies and revenue; now

THEREFORE BE IT RESOLVED THAT The MTA CAC recommends that MUNI initiate a pilot (program or study) by which fare inspectors and light-duty personnel conduct random inspections on MUNI lines throughout the City in order to determine the scope of net revenue lost to fare evasion, including a breakdown by type of fare (adult, youth, senior/disabled) lost to evasion.

Discussion: A study on the scope of the fare evasion problem would be needed to substantiate investing resources.

CAC passed (Ayes - Murphy (Chair), Ferrario (Vice Chair), Burns, Cimento, Downey, Humphrey, Rolfe, Vincent, and Weaver)

15. Change in Location of Regular CAC Meeting: (Discussion/Action)

1 South Van Ness Avenue, 3rd floor will be the location of future MTA CAC meetings

for the council and associated committees upon completion of the conference rooms.

16. Agenda Planning for August 4, 2005 Meeting:

a) Baseball Schedule Impact on LRV

b) Status on the Executive Search

17. Adjournment: 7:50 p.m.

Attachments:

Agenda Item 2 –

Attachment – Minutes from June 6 2005 meeting

Agenda Item 9 –

Handout – SRTP Presentation handout

Agenda Item 14 –

Attachment – Fare Evasion, April 2005 Report

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CAC August 4, 2005, agenda and notice**

**City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)**

**Notice of Regular Meeting and Agenda
for**

**Thursday, August 4, 2005 at 5:30 p.m.
401 Van Ness Avenue, Room 334 (Conference Room 335)
San Francisco, California**

Members:

Daniel Murphy (Chair), Steve Ferrario (Vice Chair), Mary Burns, Sue Cauthen,
Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey,
Bruce Oka, Cesar Perez, Norman Rolfe, Dorris Vincent, and Daniel Weaver
(2 Vacancies)

Committees:

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Engineering, Maintenance & Safety (EMSC)
Daniel Weaver (Chair), Steve Ferrario, and Bruce Oka

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Finance & Administration (FAC)
Daniel Murphy (Chair), Emily Drennen, Griffith Humphrey, and Bruce Oka

Operations & Customer Service Committee (OCSC)
Joan Downey (Chair), Mary F. Burns, Sue Cauthen, Daniel Murphy, and Norman Rolfe

Planning & Marketing Committee (PMC)
Bruce Oka (Chair), Emily Drennen, Norman Rolfe, and Dorris Vincent

The MTA CAC may be contacted as follows:
Municipal Transportation Agency Citizens' Advisory Council
401 Van Ness Avenue Room 334 – San Francisco, CA 94102-4524
((415) 554-6873 FAX (415) 554-4143

City & County of San Francisco

**Municipal Transportation Agency
Citizens' Advisory Council (CAC)**

AGENDA
Notice of Regular Meeting and Agenda
for
Thursday, August 4, 2005 at 5:30 p.m.
401 Van Ness Avenue, Room 334 (Conference Room 335)
San Francisco, California

Item #	Item	Estimated Time
1.	Call to Order/Roll Call	5:30
2.	Adopt Minutes of July 7, 2005 [Attachment] (Discussion/Action)	5:33
3.	Public Comment - Concerning any issue within the jurisdiction of the Council not on the agenda.	5:35
4.	Report of the Chair (Discussion) Daniel Murphy (MTA CAC Chair)	5:40
5.	Staff Report (Discussion)	5:50
Staff-Initiated Items		
6.	Baseball Schedule Impact on LRV (Discussion/Action) Jim Kelly	6:00
7.	4th Quarter Service Standards (Discussion/Action) Deborah W. Denison	6:20
Council-Initiated Items		
8.	From the EMSC committee Motion: The MTA CAC urges the MTA Board to fill two of the three vacant gardening positions within this fiscal year 2006	6:40
9.	Committee Reports	6:45
10.	Council Members' Questions and Comments	6:55
11.	Change in Location of Regular CAC Meeting (Discussion/Action)	7:10
12.	Agenda planning for September 1, 2005 meeting (Discussion/Action) Tentatively Scheduled Next Regular Meeting: Thursday, September 1, 2005, 5:30pm, Location planning	7:20

13.	Adjournment	7:30
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Attachments:

Agenda Item #2

Attachment – Minutes from July 7, 2005 meeting

NOTES:

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**About Muni: Boards and Committees:
CAC August 4, 2005, minutes**

**City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (MTA CAC)**

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**FINAL MINUTES
of
Regular Meeting**

SEP 27 2005

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Thursday, August 4, 2005 at 5:30 p.m.

401 Van Ness Avenue, Room 334 (Conference Room 335)

San Francisco, California

1. **Call to Order / Roll Call** (Agenda Item 1). The regular meeting of the Municipal Transportation Agency citizens' Advisory Council (MTA CAC) was called to order at 5:37 p.m., Thursday, August 4, 2005. Daniel Murphy (chair) presided. A quorum was present including the following:

MTA CAC Members Present at Roll Call: Daniel Murphy (Chair), Steve Ferrario (Vice Chair), Joan Downey, Griffith Humphrey, Bruce Oka, Cesar Perez, Norman Rolfe, and Daniel Weaver.

MTA CAC Members absent at Roll Call: Dorris Vincent, arrived 6:03 p.m.

MTA CAC Absent: Mary Burns, Sue Cauthen, Art Cimento, and Emily Drennen.

MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) Present: Deborah W. Denison (MTA CAC Liaison), Debra Reed (MTA CAC Secretary), Paul Czechowicz (MTA CAC Staff), Jim Kelly (MUNI Sr. Operations Manager – Central Control), and Fred Stephens (MUNI General Manager – Operations).

Community Representatives Present: Edward Mason

2. **Adopt the MTA CAC Minutes of July 7, 2005:**

Motion to adopt the MTA CAC minutes for July 2005 by Steve Ferrario.

2nd by Cesar Perez

CAC passed unanimously (Ayes - Murphy (Chair), Ferrario (Vice Chair), Downey,

Humphrey, Oka, Perez, Rolfe, and Weaver).

3. Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:

Edward Mason:

On Sunday during Memorial Day weekend, MUNI buses were embroiled in heavy traffic on Mission Street, especially around 16th Street, due to "Iraq War" demonstrations. Mr. Mason was frustrated with the traffic and transit reroute arrangement, citing various streets void of traffic that he felt were overlooked as traffic options for better transit flow. He felt this was a poor attestation of Transit First. He asked if there was an organization that studied events for "After Action" reports? In Transit First, the transit user and MUNI should take priority over their own dedicated lanes. Autos should be directed to other streets.

Mr. Murphy asked Fred Stephens (MUNI General Manager – Operations) if post fact studies were done for MTA on big events, traffic, DPT and MUNI? Answer: Not on a routine bases, but rather as problems were reported and observed. Norman Rolfe felt that that the Permit Department could be more diligent in notifying MUNI in advance for transit planning purposes.

4. Report of the Chair: Daniel Murphy (MTA CAC Chair)

a) Mr. Murphy and Steve Ferrario were working with Stuart Sunshine, Deborah W. Denison, and Debra Reed to establish a new location for regular MTA CAC meetings.

b) While the ballot measure would pose a potential issue, the executive recruiter still was working on the search for the new executive director.

5. Staff Report: Deborah W. Denison

The staff report was E-mailed to the council members. Copies were distributed.

Staff-Initiated Items

6. Baseball Schedule Impact on LRV: (Discussion/Action) [Attachments]

Fred Stephens and Jim Kelly

Mr. Stephens began by distributing and reviewing a handout prepared with data generated by ATCS system, specific to baseball game days during weekends.

For the coming Ball season, MUNI, using the ATCS equipment, planed to operate 6 double car trains, at 3 to 4 trips each, between the SBC Ball Park and the Embarcadero. Additionally **K** Market and **N** Judah lines would continue along Embarcadero to CalTrain. **K** Market lines would become **T**'s at Embarcadero and continue on to Third Street. **J** Church lines will continue on to CalTrain and return to its regular **J** route.

Questions and Comments from the CAC

Daniel Murphy:

While the ideal number of vehicles to run the City's regular Metro service plus Ball Park

service would be 119 vehicles, how would that number be affected by Third Street's new operations? Answer: Ball Park planning was yet to be developed.

Mr. Murphy asked for clarification, looking over the status report, where it noted that PCCs and LRVs were noted as "no operator?" Answer: While equipment was available on those particular days, those runs did not go out due to unscheduled absences in both the extra board as well as regular staff, thus vehicles were ready, but no operators were available to drive those runs.

Norman Rolfe:

Out of a fleet of 151 cars, 44 cars were reported out of service. Are there any plans to improve reliability? Answer: Day to day the number goes up and down, with door problems, steps, yoke and welds. There has been a push to keep production up with proper staffing, including weekend production in anticipation of the Third Street Light Rail.

Daniel Weaver:

Had cars been ordered for the Third Street Line? Answer: 10 cars had arrived, counted among the 151 cars.

Joan Downey commented, in reviewing the headways that the averages were not true to actual wait time. While the average may reflect, as an example, 22-minute headway for the day, the report also indicated actual wait periods as long as 56 minutes. Mr. Weaver recalled waiting more than 65 minutes on a post-baseball game evening, citing many N Judah cars and Castro Shuttles that came by on that day, but no K Market cars.

Steve Ferrario asked when would the 4th Street Bridge be ready for automobile and bus traffic? Answer: Testing was expected to take place October/November 2005, so it would be soon afterwards.

7. 4th Quarter Service Standards: (Discussion/Action) [Attachments] Deborah W. Denison

Ms. Denison reviewed 4th Quarter Service standards.

Questions and Comments from the CAC

Bruce Oka:

For Passenger Service Reports (PSR), were ADA PSRs included or separated out? Answer: They were separated out. There were 649 ADA PSRs for the year. 170 ADA PSRs were reported within the last quarter.

Norman Rolfe:

Commenting on the measurement of "percent of vehicles that run on time, no more than 4 minutes late or 1 minute early," Mr. Rolfe on several occasions pointed out that "1 minute early" should be deleted because arriving early at a time point is not bad for efficiency, but on the other hand, leaving early causes problems, such as missed transfer points. Answer: The wording for the service measurement title was part of Proposition E for fiscal year 2006. Change of wording can only be made as a proposed change for fiscal year 2007.

How are Fast Passes, Pass Ports, and Day Passes accounted for on page 7 "average fare per passenger?" Answer: Passengers' on and offs, are counted and divided by the revenue.

When will new maps and schedules become available? Answer: Target date was been set for September 2005.

Split Headways could improve service on one hand, but on the other hand it would negatively affect on-time performance. Answer: Item 6A in the report addressed Headway adjustments, with a result of 76.9 headway adherence.

Daniel Weaver:

The measurement goal "Employee education and training" was missed by almost 50%. Answer: Operator and Maintenance trainings were combined with training for the entire staff, which included non-driver employees. In the past, in-house training was supplemented with outside classes, out-of-town seminars and consultants. Due to budgetary constraints training had to be limited. Federal and State regulated classes still continue.

Dorris Vincent:

What is meant by "Load factor?" Crowded busses would stop to pick up more passengers while empty busses pass by. Answer: Busses take turns picking up passengers, stop over stop. However, if a passenger requested a stop, the driver would also pickup all boarders waiting at the stop, while the following bus continued pass to service the next stop.

Joan Downey:

The CAC had suggested adding the measurement "Standard deviation." Answer: Effective July 1, 2005, the next FY06 report would include the new headway measure and the on-time-performance measure.

Steve Ferrario:

Many drivers were in the habit of allowing passengers to load through the back door to speed up boarding, which unfortunately invites fare evasion problems. Joan Downey shared the experience of out-of-town visitors who had purchased 3-day passes, which often went unchecked by Cable Car drivers. Daniel Murphy responded that the MTA CAC proposed a program in the form of a recommendation that was passed in July 2005.

Council-Initiated Items

8. From the EMSC Committee:

Daniel Weaver reported that the EMSC committee met with Maintenance Management and learned that MUNI had allowed its gardening staff to dwindle to zero by attrition. Planters and other green areas around some Muni facilities were no longer maintained by gardeners and are overcome with weeds, trash and the threat of rat infestation. For 3 gardening positions, MUNI was working on requisitions to fill 2 positions, while utilizing savings with using work orders through other City departments, borrowing the 3rd gardener. MUNI should maintain MUNI assets.

Motion: The MTA CAC urges the MTA Board to fill two of the three vacant gardening positions within this fiscal year 2006.

2nd by Cesar Perez

CAC passed unanimously (Ayes - Murphy (Chair), Ferrario (Vice Chair), Downey, Humphrey, Oka, Perez, Rolfe, Vincent, and Weaver).

9. Committee Reports:

OCSC & PMC: Joan Downey reported that the OCSC meeting for July was cancelled due to lack of quorum; staff was present. Bruce Oka added that the PMC also did not have a quorum. Ms. Downey encouraged available council members to attend committee meetings. Mr. Murphy added that any CAC council member present at CAC committee meetings could be appointed pro temp in order to meet quorum requirements.

EMSC: Daniel Weaver reported that Fred Stephens was selected as the new head of Maintenance. Mr. Stephens would be compiling a more comprehensive maintenance proposal for the BREDA vehicles to be presented at the September 2005 EMSC meeting.

10. Council Members' Questions and Comments:

Norman Rolfe: The Kirkland property. SFMRIC had consultants and architects involved, working in secret. What are the plans for the Kirkland property, such as housing, development, or a transit museum? How did SFMRIC get involved in the first place? It seems they are working in secret and it should be brought forth to the public knowledge. Mr. Murphy suggested referring the item to the Finance Administration Committee (FAC). As a response, Paul Czechowicz suggested that CAC council members could attend SFMRIC meetings.

Dorris Vincent: Hunters' Point Shipyard, construction for the 1300 units of housing on parcel "A" should be completed in 18 months. Would there be an increase in service for the 19 Polk line or other service changes provided to the new area? Mr. Murphy suggested referring this item to the Planning, Marketing Committee (PMC).

Joan Downey: In looking over the responses from Stuart Sunshine, Ms. Downey was not pleased with the response to the recommendation to vend the period tickets (1-day, 3-day, and 7-day), that these would not be purchased through vending machines (TVM). Answer: Paul Czechowicz responded that TVMs were very costly to support and maintain. Once a TVM is installed maintenance becomes a requirement. Vendors have always provided these passes at hotel concierges, Cable Car Information, Tourist Information, many places sell them. Ms. Downey asked about BART, however Mr. Czechowicz responded that BART refuses to carry them and maintain TVMs for these passes.

11. Change in Location of Regular CAC Meeting:

MUNI expected to move out of 401 Van Ness Avenue to 1 South Van Ness Avenue in December 2005. The sub-committee meetings at 401 Van Ness Avenue would continue at the regular location through the end of 2005, and Paul Czechowicz added that possibly until June 2006. However the full CAC, due to occupancy size, would need to consider other options. The following move was made by Daniel Weaver.

Motion: The MTA CAC moves that the regular MTA CAC meeting location be

officially changed to 401 Van Ness Avenue, Room 334.

2nd by Cesar Perez

CAC passed unanimously (Ayes - Murphy (Chair), Ferrario (Vice Chair), Downey, Humphrey, Oka, Perez, Rolfe, Vincent, and Weaver).

12. Agenda planning for September 1, 2005 meeting:

Tentatively Scheduled Next Regular Meeting:

Joan Downey: Since the MTA CAC work with the MTA Board, she would like to invite each of the Board members, one speaker a month, as guest speakers to the CAC meeting.

Steve Ferrario: Public reaction to the Fare increase in September 2005

13. Adjournment: 7:34 p.m.

Attachments:

Agenda Item 2 –
CAC Minutes, July 7, 2005

Agenda Item 5–
Staff report
Mr. Stuart Sunshine's response to the CAC's June 2005 recommendations

Agenda Item 6 –
MUNI SBC Park Service, August 2005
Giants Season Schedule 2005

Agenda Item 7 –
FY05 4TH 1 – Service Standards
Summary of FY05 4th Q Service Standards

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**About Muni: Boards and Committees:
CAC September 1, 2005, agenda/notice**

**City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)**

**Notice of Regular Meeting and Agenda
for
Thursday, September 1, 2005 at 5:30 p.m.
401 Van Ness Avenue, Room 334 (Conference Room 335)
San Francisco, California**

Members:

Daniel Murphy (Chair), Steve Ferrario (Vice Chair), Mary Burns, Sue Cauthen,
Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey,
Bruce Oka, Cesar Perez, Norman Rolfe, Dorris Vincent, and Daniel Weaver
(2 Vacancies)

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Committees:

SEP 27 2005

Engineering, Maintenance & Safety (EMSC)
Daniel Weaver (Chair), Steve Ferrario, and Bruce Oka

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Finance & Administration (FAC)
Daniel Murphy (Chair), Emily Drennen, Griffith Humphrey, and Bruce Oka

Operations & Customer Service Committee (OCSC)
Joan Downey (Chair), Mary F. Burns, Sue Cauthen, Daniel Murphy, and Norman Rolfe

Planning & Marketing Committee (PMC)
Bruce Oka (Chair), Emily Drennen, Norman Rolfe, and Dorris Vincent

The MTA CAC may be contacted as follows:
Municipal Transportation Agency Citizens' Advisory Council
401 Van Ness Avenue Room 334 – San Francisco, CA 94102-4524
((415) 554-6873 FAX (415) 554-4143

City & County of San Francisco**Municipal Transportation Agency
Citizens' Advisory Council (CAC)****AGENDA****Notice of Regular Meeting and Agenda
for**

**Thursday, September 1, 2005 at 5:30 p.m.
401 Van Ness Avenue, Room 334 (Conference Room 335)
San Francisco, California**

Item #	Item	Estimated Time
1.	Call to Order/Roll Call	5:30
2.	Adopt Minutes of August 4, 2005 [Attachment] (Discussion/Action)	5:33
3.	Public Comment - Concerning any issue within the jurisdiction of the Council not on the agenda.	5:35
4.	Report of the Chair (Discussion) Daniel Murphy (MTA CAC Chair)	5:40
5.	Staff Report (Discussion) Deborah W. Denison (MTA CAC Staff Liaison)	5:45
Staff-Initiated Items		
6.	Guest Speaker (Discussion/Action) MTA Board Chairperson, Cleopatra Vaughns	5:50
Council-Initiated Items		
7.	Committee Reports	6:10
8.	Recommendation from a CAC Committee (Discussion/Action) Planning & Marketing Committee (PMC) Motion: WHEREAS millions of dollars in regional funds have already been spent to develop Translink, a fare instrument designed to be used across transit agencies; THEREFORE LET IT BE IT RESOLVED THAT, the MTA CAC urges the MTA to investigate the possibility of using Translink for Para transit fare payment instead of investing in a stand-alone debit card system.	6:20
9.	Council Members' Questions and Comments	6:30
10.	Agenda planning for October 6, 2005 meeting. Tentatively Scheduled Next Regular Meeting:	6:35

	Thursday, October 6, 2005, 5:30pm, City Hall at 1 Dr. Carlton B. Goodlett Drive, Conference Room 421	
11.	Adjournment	6:40

Attachments:

Agenda Item #2

Attachment – Minutes from August 4, 2005 meeting

NOTES:

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The meeting location is wheelchair accessible. The closest BART station is Civic Center, about four blocks from the meeting location. Accessible Muni lines nearest the meeting location are the 5-Fulton, 21-Hayes, 47-Van Ness, and 49 Mission-Van Ness. The closest Muni Metro stop is Van Ness station, where one can transfer to a 47-Van Ness or 49 Mission-Van Ness bus. For more information about Muni accessible services, call 415-923-6142.

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For assistance with special needs (large print agendas, sign language interpreters, etc.) please contact Debra Reed (Council Secretary) at (415) 554-6873 at least two business days before the meeting.

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**About Muni: Boards and Committees:
CAC September 1, 2005, minutes**

**City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (MTA CAC)**

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**FINAL MINUTES
of
Regular Meeting**

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**Thursday, September 1, 2005 at 5:30 p.m.
401 Van Ness Avenue, Room 334 (Conference Room 335)
San Francisco, California**

1. **Call to Order / Roll Call** (Agenda Item 1). The regular meeting of the Municipal Transportation Agency citizens' Advisory Council (MTA CAC) was called to order at 5:35 p.m., Thursday, September 1, 2005. Daniel Murphy (chair) presided. A quorum was present including the following:

MTA CAC Members Present at Roll Call: Daniel Murphy (Chair), Steve Ferrario (Vice Chair), Mary Burns, Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey, Cesar Perez, Norman Rolfe, Dorris Vincent, and Daniel Weaver.

MTA CAC Members absent at Roll Call: Bruce Oka, arrived at 6:00 p.m.

MTA CAC Absent: Sue Cauthen.

MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) Present: Cleopatra Vaughns (MTA Board - Chairperson), Deborah W. Denison (MTA CAC Liaison), Paul Czechowicz (MTA), and Debra Reed (MTA CAC Secretary).

Community Representatives Present: Edward Mason and David Pilpel

2. Adopt the MTA CAC Minutes of August 4, 2005:

Motion to adopt the MTA CAC minutes for August 2005 by Joan Downey, with corrections.

2nd by Steve Ferrario

CAC passed unanimously (Ayes - Murphy (Chair), Ferrario (Vice Chair), Burns, Cimento, Downey, Drennen, Humphrey, Perez, Rolfe, Vincent, and Weaver).

3. Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:

Edward Mason:

Mr. Mason praised the voice activated 511 service for transit planning.

David Pilpel:

MUNI's hotline 554-6999 should be updated more frequently with service disruption events.

Service in the subway had declined with more non-communicating trains, longer blocks for signal protection, and generally more erratic service.

Mr. Pilpel suggested the FAC look into progress of the service cuts to achieve budget targets.

Mr. Pilpel stated that the CAC would be viewed as amiss should they not formally acknowledge Paul Czechowicz's contributions over the past 5 years to the council in view of his imminent retirement departure after 26 years of service to MUNI and the City. Paul Czechowicz responded that this day was his last. Mr. Murphy acknowledged Mr. Czechowicz's much appreciated contributions to the CAC.

4. Report of the Chair: Daniel Murphy (MTA CAC Chair)

The SPUR report would be on October's Agenda, specifically looking at the route structure.

Stuart Sunshine was still working with building management at 1 South Van Ness Avenue to arrange MTA CAC public meetings. The interim MTA CAC meeting facility would be at City Hall, 1 Dr. Carlton B. Goodlett Place, room 421, until 1 South Van Ness becomes available.

Stuart Sunshine will be forwarding a "6 to 21" list from his staff with various items for discussion/action at upcoming CAC meetings.

5. Staff Report: Deborah W. Denison

Staff report was previously E-mailed to the MTA CAC council members. Copies were distributed.

Today, September 1, 2005, was the first day of the fare increase to \$1.50. Ms. Denison distributed brochures that were handed out to the public. MUNI conducted intensive training for over 100 management staff during the past week addressing responses to patron, security issues, etc. The fare increase was met with a small resistance, however the day went smoothly.

Questions from the CAC

Joan Downey asked would a token be equivalent to full fare? Answer: Coin tokens were still a question, however paper tokens had expired August 31, 2005, the previous day.

Dorris Vincent asked would the fast pass cover Cable Car fare? Answer: A regular monthly

fast passes would cover full Cable Car fares, however, a weekly pass would require an additional \$1.00 fare, and a token would require an additional \$3.50 fare.

Mary Burns asked since the advent of POP (Proof of Payment) would boarders still need to show passes on buses? Answer: Yes.

Cesar Perez asked what would be the fare for Baseball Monster Park? Answer: Adult fare \$7.00, Senior and Youth fare without a valid pass \$5.00, and Senior and Youth fare with a valid pass \$3.00.

Public Comment

David Pilpel:

Felt that the MTA CAC FAC should ask for projections of revenue from the fare increase, broken out in monthly increments, for comparison of projections to actual revenue.

What would be the criteria for Lifeline passes? Daniel Murphy responded that the criterion was a household income below 200% of the Federal poverty level.

Staff-Initiated Items

6. MTA Board Guest Speaker – Cleopatra Vaughns, Chairperson: (Discussion/Action)

Ms. Vaughns spoke highly of the importance of the partnering between the MTA Board and the CAC with its analytical aptitude, which encompassed riders, operators, and support personnel. The MTA both welcomed and encouraged continued participation and recommendations from the CAC.

Ms. Vaughns gave a brief update on the search for the next executive director. The interviewing process has begun. The MTA was hoping to have a new executive director by the end of 2005.

Ms. Vaughns also addressed the SPUR report dated September 1, 2005. She felt that many of those recommendations were of interest. She hoped that the MTA CAC would be able to glean and analyze elements for policy improvements to be implemented in the MTA within the realm of Operations.

Questions and Comments from the CAC

Norman Rolfe:

Would the pending charter amendment that would change the makeup of the MTA Board affect the candidates? Answer: Many of the candidates were aware of the amendment and had expressed their concerns.

Emily Drennen:

What would be the salary range? Answer: That would be negotiated with the candidate.

Was the recruiter looking at diverse applicants? Answer: The pool was very diverse.

Ms. Drennen commented that MTA had been missing out on available grants due to lack of planning and funding staff.

It appeared that recommendation efforts from the CAC on Budget planning issues were futile. Answer: Ms. Vaughns assured the CAC that their input was enlightening and valued, however, she recommended that rather than reviewing the proposed budget in its completed form ready for presentation to the MTA Board, CAC input would better serve during the development process of the Budget starting from its drafted conception.

Art Cimento:

Were there any internal candidates under consideration? Answer: All applicants were channeled through the recruiter.

Joan Downey:

Referring to the SPUR report, could MTA invite S.F. Police assistance to enforce transit-only lanes? Answer: Yes, however, the report also referred to many other interesting suggestions for faster service.

Ms. Downey pointed out that DPT still was not ticketing sidewalk parking, except by complaint.

Daniel Murphy:

Changes happening within MTA would further be affected by new leadership changes for both the MTA with its new executive director as well as by TWU with their new replacement after Bill Sisk's retirement. Answer: Organizational changes are an inevitable ongoing process. Changes would be embraced as opportunities to try various new ideas and work together for continued transit success, wherever the dollars would be available to accomplish the most good.

Dan Weaver:

In July 2005 during the Mayor Town hall meeting with District #11, OMI district residents complained about the overwhelming accumulation of long abandoned cars along with sidewalk parking problems, however DPT's representative on the other hand was shockingly unaware of community plights.

Bruce Oka:

The State law permits residents to be deputized to issue sidewalk citations. Julia Friedlander and Senator Jackie Spears might be good sources of information on sidewalk parking.

Public Comment:

David Pilpel:

Was there a written job announcement with a closing date? Answer: The job position was published in all the major transit publications, with a closing date of which Ms. Vaughns approximated to be August 2005.

Edward Mason:

Mr. Mason suggested the use of subcommittees on the Board of Directors (plan, do, check, and act) during and between the Budget planning process for updates. Also while the Charter prohibits a two-year budget cycle, VTA greatly benefits from a two-year cycle.

Answer: Michael Kasolas (MTA Board Vice Chair) with his C.P.A. credentials also acts as the budget conduit for the MTA Board.

Council-Initiated Items

7. Committee Reports None

8. Recommendation from one of the CAC Committees (Discussion/Action) Planning & Marketing Committee (PMC)

Motion: WHEREAS millions of dollars in regional funds have already been spent to develop Translink, a fare instrument designed to be used across transit agencies;

THEREFORE BE IT RESOLVED THAT, the MTA CAC urges the MTA to investigate the possibility of using Translink for Para transit fare payment instead of investing in a stand-alone debit card system.

Moved by Bruce Oka

CAC passed unanimously (Ayes - Murphy (Chair), Ferrario (Vice Chair), Burns, Cimento, Downey, Drennen, Oka, Perez, Rolfe, Vincent, and Weaver).

Comment from the CAC

Bruce Oka asked why would disabled patrons be relegated to a separate debit card system when Translink would soon be available to use on all systems? While there had been flap that Para transit used a variety of modes, the debit card further continued to be delayed, this time due to confusion between the contractor and the taxicab industry over hardware preferences. A Para transit debit card would just add to the growing number of charge instruments to be tracked and maintained when it would simplify transit business by including Para transit fare transactions in Translink.

9. Council Members' Questions and Comments:

Joan Downey:

Observed a Nextbus report reading 60 minutes before the next **N** Judah line. Mary Burns added the **M** and **K** lines were experiencing the same long-headway readings.

Howard Case, a resident from Carl/Cole/Arguello streets area complained that he was still waiting for an answer from a number of staff persons who promised that they would get back to him status on track replacement in his area.

Mary Burns observed that LRVs especially the **M** and **K** were in dire need of maintenance. She listed problems such as air conditioning not working, condensation dripping on seats, and fans only blowing hot air. Dan Weaver responded that "maintenance planning" was an

item on the EMSC agenda for September 15, 2005.

Art Cimento reported seeing an article in Sunday's Chronicle that the State would be imposing stricter regulations on diesel busses and stepping up their faze-out timetable. The article pointed out that the impact on MUNI would be severe. Mr. Cimento would like the MTA CAC to have the opportunity to comprehend the disclosure of this impact to MUNI along with its financial ramifications. Daniel Murphy responded that since C.A.R.B. (California Air Resources Board) already signed off on MUNI's plan for the diesel electric hybrids, it would seem unlikely that CARB would renege with an alternate plan. Acting Executive Director Sunshine felt confident that the bus orders could be handled under the original regulation, with the possibility of any change in fazing plans delayed until year 2012.

10. Agenda Planning for the NEXT Meeting:

- The next meeting was scheduled for October 6, 2005, at 5:30 p.m., with a location change to City Hall, 1 Dr. Carlton B. Goodlett Place, Room 421, San Francisco, California.
- SPUR report, looking at the route structure. Jay Primus, author of SPUR's Down Spiral article, as guest speaker.
- An expose regarding State regulations impact on MUNI's diesel buses and the financial ramification.
- One MTA Board member each month, as guest speakers to the CAC meeting

11. Adjournment 7:29 p.m.

Attachments:

Agenda Item 2 –

Minutes from the August 4, 2005 CAC meeting

Agenda Item 5–

Staff Report for August 2005

Brochure – MUNI Fare Increase as of September 1, 2005

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**About Muni: Boards and Committees:
CAC October 6, 2005, Notice and Agenda with Location
Change**

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**City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)**

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**Notice of Regular Meeting and Agenda with Location Change
for**

**Thursday, October 6, 2005 at 5:30 p.m.
San Francisco City Hall**

**1 Dr. Carlton B. Goodlett Place, Conference Room 421
San Francisco, California**

Members:

Daniel Murphy (Chair), Steve Ferrario (Vice Chair), Mary Burns, Sue Cauthen,
Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey,
Bruce Oka, Cesar Perez, Norman Rolfe, Dorris Vincent, and Daniel Weaver
(2 Vacancies)

Committees:

Engineering, Maintenance & Safety (EMSC)

Daniel Weaver (Chair), Steve Ferrario, and Bruce Oka

Finance & Administration (FAC)

Daniel Murphy (Chair), Emily Drennen, Griffith Humphrey, and Bruce Oka

Operations & Customer Service Committee (OCSC)

Joan Downey (Chair), Mary F. Burns, Sue Cauthen, Daniel Murphy, and Norman Rolfe

Planning & Marketing Committee (PMC)

Bruce Oka (Chair), Emily Drennen, Norman Rolfe, and Dorris Vincent

The MTA CAC may be contacted as follows:

**Municipal Transportation Agency Citizens' Advisory Council
401 Van Ness Avenue Room 334 – San Francisco, CA 94102-4524
((415) 554-6873 FAX (415) 554-4143**

**City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)**

AGENDA

**Notice of Regular Meeting and Agenda with Location Change
for**

Thursday, October 6, 2005 at 5:30 p.m.

San Francisco City Hall

1 Dr. Carlton B. Goodlett Place, Conference Room 421

San Francisco, California

Item #	Item	Estimated Time
1.	Call to Order/Roll Call	5:30
2.	Adopt Minutes of September 1, 2005 [Attachment] (Discussion/Action)	5:33
3.	Public Comment - Concerning any issue within the jurisdiction of the Council not on the agenda.	5:35
4.	Report of the Chair (Discussion) Daniel Murphy (MTA CAC Chair)	5:40
5.	Staff Report (Discussion) Deborah W. Denison (MTA CAC Staff Liaison)	5:45
Staff-Initiated Items		
6.	SPUR – (Discussion/Action) Representative from SPUR	5:50
7.	SRTP – (Discussion/Action) Marguerite Fuller	6:20
Council-Initiated Items		
8.	Committee Reports	6:50
9.	Recommendation from the CAC Committee (Discussion/Action) Engineering, Maintenance and Safety Committee (EMSC) Motion: The MTA CAC recommends that the MTA expand the Embarcadero station's LRV Alcatel monitors to all subway stations	7:00
10.	Recommendation from the CAC Committee (Discussion/Action) Operations and Customer Service Committee (OCSC) Motion: The MTA CAC recommends that as technology	7:05

	permits, wait times at the Citations Division (1380 Howard Street) be measured by the average of the maximum daily wait in addition to the average wait time.	
11.	Recommendation from the CAC Committee (Discussion/Action) Planning & Marketing Committee (PMC) Motion: WHEREAS San Francisco is one of the most expensive cities to live in; THEREFORE BE IT RESOLVED THAT the MTA CAC urges the MTA to investigate reducing the cost of the Lifeline Pass to the same level as Senior, Disabled, and Youth fast passes.	7:10
12.	Council Members' Questions and Comments.	7:20
13.	Agenda planning for November 3, 2005 meeting. Tentatively Scheduled Next Regular Meeting: Thursday, November 3, 2005, 5:30pm, City Hall at 1 Dr. Carlton B. Goodlett Place, Conference Room 421	7:25
14.	Adjournment	7:30

Attachments:

Agenda Item #2

Attachment – Minutes from September 1, 2005 meeting

NOTES:

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Disability Access

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The meeting location is wheelchair accessible. The closest BART station is Civic Center, about four blocks from the meeting location. Accessible Muni lines nearest the meeting location are the 5-Fulton, 21-Hayes, 47-Van Ness, and 49 Mission-Van Ness. The closest Muni Metro stop is Van Ness station, where one can transfer to a 47-Van Ness or 49

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SFMTA

Municipal Transportation Agency

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October 6, 2005, minutes

**City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (MTA CAC)**

**FINAL MINUTES
of
Regular Meeting**

Thursday, October 6, 2005 at 5:30 p.m.

**San Francisco City Hall
1 Dr. Carlton B. Goodlett Place, Conference Room 421
San Francisco, California**

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1. Call to Order / Roll Call (Agenda Item 1). The regular meeting of the Municipal Transportation Agency Citizens' Advisory Council (MTA CAC) was called to order at 5:32 p.m., Thursday, October 6, 2005. Daniel Murphy (chair) presided. A quorum was present including the following:

MTA CAC Members Present at Roll Call: Daniel Murphy (Chair), Steve Ferrario (Vice Chair), Sue Cauthen, Joan Downey, Emily Drennen, Griffith Humphrey, Bruce Oka, Cesar Perez, Norman Rolfe, and Daniel Weaver.

MTA CAC Members absent at Roll Call: Art Cimento (arrived at 5:35 p.m.), and Dorris Vincent (arrived at 5:50 p.m.)

MTA CAC Absent: Mary Burns.

MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) Present: Deborah W. Denison (MTA CAC Liaison), William Lieberman (MTA – Deputy Director - Planning), Peter Straus (MUNI Manager of Service Planning), Duncan Watry (MUNI Mgr, Capital Planning, Capital Planning & External Affairs).

San Francisco Planning and Urban Research Association (SPUR) Representatives: Sarah Karlinski (Policy Director), Jay Primus (primary author of the SPUR report and Project Manager with Nelson/Nygaard)

Community Representatives Present: Francisco DeCosta, Director of Environment Justice Advocacy

2. Adopt the MTA CAC Minutes of September 1, 2005:

Motion to adopt the MTA CAC minutes for September 2005 by Sue Cauthen.

2nd by Dan Weaver

CAC passed unanimously (Ayes - Murphy (Chair), Ferrario (Vice Chair), Cauthen, Cimento, Downey, Drennen, Humphrey, Oka, Perez, Rolfe, and Weaver).

3. Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:

No one available from the public

4. Report of the Chair: Daniel Murphy (MTA CAC Chair)

- William Lieberman expressed interest in working with the CAC on issues such as, Route planning within the City, 39 Coit issues, Balboa Park and Glenn Park area studies, and bus-stop spacing.

- The Executive Director search was still on track.

- There would be a 30-Stockton line pilot project on back door boarding to study the scope of fare evasion.

- Per Stuart Sunshine, the permanent meeting facility at the new location 1 South Van Ness has been cleared for all future CAC meetings starting November 2005. Brown Act requirements would be resolved with CAC members using badge IDs for access while visitors would be issued numbered passes.

5. Staff Report: Debra W. Denison

CAC members were provided with copies of the staff report.

Emily Drennen expressed concerns, regarding the Staff Report - fare increase, that there were 100 DPT high-level staff used to distribute MUNI literature. Using light-duty staff would have been more cost effective for brochure distribution while allowing DPT staff to continue important DPT programmatic work. Answer: MUNI's Service Quality teams are usually made up of management, which usually are responsible for responding with new changes or addressing problems.

Staff-Initiated Items

6. SPUR: (Discussion/Action) Sarah Karlinski, and Jay Primus from SPUR

Mr. Primus opened by explaining his view of San Francisco's projected trip growth over the next 10 years, also his view of MUNI's fiscal situation referring to MUNI's structural deficit as the gap grows between costs and revenues. He commended MUNI as a wonderful transit system with room for improvement. SPUR ideas for improvements focused on the goal of faster service by 25% resulting in improved productivity and financial stability.

As representative of SPUR, Ms. Karlinski presented a letter she had drafted for MTA CAC signatures to be forwarded to Ed Harrington (Controllors' Office) and Stuart Sunshine (Acting MTA Executive Director). She stressed that in considering MUNI as a whole, keep in mind MUNI's problems, loss of revenue, and diminishing resources to grapple with issues such as bus accessibility and efficient

routes.

The CAC discussed the SPUR draft and made 3 changes to redrafted for CAC letterhead. If there were no objections, Daniel Murphy, CAC Chair, would have the letter changed and would sign on behalf of the full CAC.

Motion to make 3 changes to the SPUR drafted for CAC signature.

CAC passed unanimously (Ayes - Murphy (Chair), Ferrario (Vice Chair), Cauthen, Cimento, Downey, Drennen, Humphrey, Oka, Perez, Rolfe, Vincent, and Weaver).

Questions and Comments from the MTA CAC

Sue Cauthen supported the Transit Impact fee, enforcing Transit Only lanes, and seeking ways to include input from Labor.

Griffith Humphrey expressed concerns citing that it takes more time to dealing with wheelchair, elderly and mobility impaired passengers, also spelled out in ADA laws. In the call for faster service he felt that the SPUR report did not consider accommodations for the disabled? Answer: MUNI already had policies in place to accommodate mobility-impaired passengers. Looking at inner Geary project, solutions could include different types of services, such as Geary's local stop services combined with perhaps other truly rapid solutions.

Art Ciminto:

In understanding customer behavior, Mr. Ciminto pointed out that while the City population remained stable over the past 20 years, ridership had decreased pointing to a change in preferences. It had been reported that a third of residents never use MUNI. Why would that be? What customer proof/research had been available that would indicate that by speeding up MUNI that ridership would actually improve? Answer: People are rational and we all value our time. If transit were more efficient than personal automobiles, especially during peak commute hours, MUNI could become the transportation of choice. Many reports were available on elasticity, costs, frequency and speed, which supported the 25% faster concept.

The SPUR report seemed to have overlooked the cost structure of MUNI, such as the cost per service hour, what was structurally built into MUNI from a variety of sources, driving the structural deficit. Merely speeding up transit and increasing ridership, in itself would not be the solution to keep up with built in cost structures and those sources driving the deficit. Also, a large portion of the City, including members of SPUR would not support subsidizing the cost structure. Answer: While the SPUR report did not address the structural cost, there still were a lot of side benefits, potential to reduce cost, and service would get better.

Norman Rolfe:

One-way street patterns, implemented during the 1950s and 1960s to speed automobile traffic, could be restored to two-way street patterns to simplify transit services for riders navigating through transit routes and transfer points.

Fare box recovery was not a good measure of the system's efficiency. The Agency may have other sources of revenue to make up the difference, such as transit impact fees based on square footage on

certain commercial properties.

Light-traveled service lines must be maintained, as they are essential to feeding ridership to major line trunks.

Joan Downey:

Ms. Downey supported enforcing Transit Only lanes, which was not included in the SPUR report. She also supported enforcing double-parking laws and other behaviors that would slow down transit.

Ms. Downey asked to consider ideas to address bunching of busses; reducing the time it takes MUNI to respond to such changes.

Dan Weaver:

Mr. Weaver referring to the productivity chart felt that the downfall of the .COM era had significantly affected productivity. In view of the economy Mr. Weaver asked for ideas to address recovery.

Answer: Mr. Primus felt that the gradual erosion of service quality was a real issue. He cited ridership decrease resulting from the sluggish economy, should have sped up transit, however the opposite had been the outcome, perhaps due to traffic congestion. His vision to increase productivity would include aggressive direct intervention.

Daniel Murphy:

Mr. Murphy asked had there been any data that commiserated traffic density with the economy, since ridership seemed to have decrease with the economy? Answer: Mr. Primus felt that William Lieberman (MTA – Deputy Director - Planning), and Peter Straus (MUNI Manager of Service Planning) would be a better source for traffic patterns.

Griffith Humphrey expressed concerns citing that it takes more time to deal with wheelchair, elderly and mobility impaired passengers, also spelled out in ADA laws. In the call for faster service he felt that the SPUR report did not consider accommodations for the disabled? Answer: MUNI already had policies in place to accommodate mobility-impaired passengers. Looking at inner Geary project, solutions could include different types of services, such as Geary's local stop services combined with perhaps other truly rapid solutions.

Caesar Perez:

The Half-Cent Sales tax renewed for the next 30 years could be a potential source of revenue. Answer: The Half-Cent Sales tax was dedicated for Capitol improvements but not available for the Operating funds needed as a source to address the fiscal shortfall.

Response to the SPUR Report from MTA Staff: William Lieberman (MTA – Deputy Director - Planning), and Peter Straus (MTA Manager of Service Planning)

Mr. Lieberman welcomed the SPUR report. The Controller had begun a 2-year audit of MUNI operations. MUNI's 30-year-old structure was due for a change. Up-coming changes include bus stop spacing to be applied uniformly as a solution for faster service. Mr. Lieberman expressed interest in small market segmentation studies how to attract ridership from groups that avoid riding MUNI, such as travel patterns, shopping opportunities, coach features/design, etc. Requisitions for Consultants

were expected to be filled by January 2, 2006. Better service and increase ridership could be realized with the compliment of the SPUR report along with the Controllers' Office taking the lead.

Public Comment:

Francisco DeCosta, Director of Environment Justice Advocacy expressed that the CAC should demand a Transportation document from Planning Department. The Transportation document from Planning would be in sync with the housing element, cars and other issues not addressed by SPUR. He suggested improving safety by studies of Police incidents, and outreach by query of City residents for opinions and suggestions. He felt that Operators were stressed by the plethora of route schedules that bound them to slow headways, with new upcoming changes to go faster.

7. STRP (Short Range Transit Plan): (Discussion/Action) Duncan Watry (MUNI Mgr, Capital Planning, Capital Planning & External Affairs, Marguerite Fuller

Mr. Duncan distributed and reviewed the matrix "Public Comments to Draft FY2006 SRTP and Staff Responses" based on July 2005's CAC discussion, public comments, and correspondence. The final draft of the STRP will go before the Commission for adoption November 1, 2005.

Questions and Comments from the CAC

Emily Drennen:

What benefits would be gained by the Central Subway project? Answer: Service north of 4th and King streets could realize a significant 14-minute timesavings. The Central Subway was originally to be the core for both the 3rd Street and the Geary Boulevard Light Rail line.

Was the Public involved in wanting the Central Subway? Answer: Peter Straus reported that hundreds of people from Bayview and Visitation Valley attended several of the meetings.

Dorris Vincent:

The Bayview/Hunters Point community wanted the 3rd Street light rail to be designated as the "T" line when traveling in the area. Answer: The solution was that the sign would change from "K" to "T" at the West portal.

Council-Initiated Items

8. Committee Reports

Sue Cauthen on 39 Coit

Ms. Cauthen, working with the Telegraph Hill Dwellers (THD), reported that the goal was to limit parking to neighbors during peak periods. After 5 years of working on the project MUNI/DPT withdrew their support of the preferential parking plan. Ms. Cauthen filed a Sunshine request for an informal legal opinion from 2 years ago, however the request was refused on the bases of Attorney/Client privilege. Ms. Cauthen's next recourse would be a Sunshine complaint on behalf of THD. Ms. Cauthen asked for the MTA CAC's endorsement for the complaint.

Daniel Murphy responded that according to John Kennedy (City Attorney - MTA) there was no formal opinion, but rather a discussion between the agency and the City Attorney's office. Michael Burns was not actually sure there was an opinion and the City Attorney's office had asserted that this legal opinion did not exist.

Ms. Cauthen believed that a document existed, therefore in view of the law since she was requesting CAC action, Steve Ferrario suggested to agendize the 39 Coit item for discussion and action at the next full CAC meeting.

Joan Downey:

Ms. Downey had a number of parking suggestions from residents. Mr. Murphy suggested forwarding those suggestions to the Planning and Marketing Committee (PMC), chaired by Bruce Oka, for review. Emily Drennen also suggested sending a formal letter to Department of Parking and Traffic for a quick response to also be discussed at the PMC meeting.

**9. Recommendation from the CAC Committee (Discussion/Action)
Engineering, Maintenance and Safety Committee (EMSC)**

Motion: The MTA CAC recommends that the MTA expand the Embarcadero station's LRV Alcatel monitors to all subway stations.

CAC passed unanimously (Ayes - Murphy (Chair), Ferrario (Vice Chair), Cauthen, Cimento, Downey, Drennen, Oka, Perez, Rolfe, Vincent, and Weaver).

**10. Recommendation from the CAC Committee (Discussion/Action)
Operations and Customer Service Committee (OCSC)**

Motion: The MTA CAC recommends that as technology permits, wait times at the Citations Division (1380 Howard Street) be measured by the average of the maximum daily wait in addition to the average wait time.

CAC passed unanimously (Ayes - Murphy (Chair), Ferrario (Vice Chair), Cauthen, Cimento, Downey, Drennen, Oka, Perez, Rolfe, Vincent, and Weaver).

**11. Recommendation from the CAC Committee (Discussion/Action)
Planning & Marketing Committee (PMC)**

Motion: WHEREAS San Francisco is one of the most expensive cities to live in;

THEREFORE BE IT RESOLVED THAT the MTA CAC urges the MTA to investigate reducing the cost of the Lifeline Pass including an estimate of the revenue impact of such a change to the same level as Senior, Disabled, and Youth fast passes.

CAC passed unanimously (Ayes - Murphy (Chair), Ferrario (Vice Chair), Cauthen, Cimento, Downey, Drennen, Oka, Perez, Rolfe, Vincent, and Weaver).

12. Council Members' Questions and Comments:

· Emily Drennen wanted a report on how service changes have impacted transit service.

- Bruce Oka asked about new IDs for CAC members.

- Joan Downey reported that merchants in the Cole Valley area sold out of fast passes by the 3rd of 4th of the month. Since the fare had increased, had MUNI considered increasing the supply of passes for distribution? Answer: Ms. Denison would forward the concern to Revenue.

- Bruce Oka reported that Para transit qualified members requested to sell passes and stickers at the Para transit office. Senior and disability members had found it difficult to walk from the Para transit to get their passes. Also Para transit would benefit from the extra revenue.

13. Agenda Planning for November 3, 2005 Meeting:

Tentatively Scheduled Next Regular Meeting:

Thursday, November 3, 2005, 5:30 p.m., at 1 South Van Ness Avenue in Conference Room 3074.

· 39 Coit

- **Dan Weaver wanted an update on alternative pay implements for parking meters other than pocket change.**

14. Adjournment: 8:05 p.m.

Attachments:

Agenda Item 2 –

Minutes from the September 1, 2005 MTA CAC meeting

Agenda Item 6–

Letter drafted by SPUR addressed to Stuart Sunshine (MTA Acting Executive Director) and Edward Harrington (Controller's Office) to be signed by the MTA CAC

Agenda Item 7 –

Excel Spreadsheet: "Public Comments to Draft FY2006 SRTP and Staff Responses"

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"Notice of Cancellation"

for

Thursday, November 03, 2005

The Citizens' Advisory Council meeting scheduled for Thursday, November 3, 2005 has been cancelled.

Members:

Daniel Murphy (Chair), Steve Ferrario (Vice Chair), Mary Burns, Sue Cauthen, Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey, Bruce Oka, Cesar Perez, Norman Rolfe, Dorris Vincent, and Daniel Weaver (2 Vacancies)

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3.	Public Comment - Concerning any issue within the jurisdiction of the Council not on the agenda.	5:35
4.	Report of the Chair (Discussion) Daniel Murphy (MTA CAC Chair)	5:40
5.	Staff Report (Discussion)	5:45
Staff-Initiated Items		
6.	MTA Board Guest Speaker (Discussion/Action)	5:50
Council-Initiated Items		
7.	Committee Reports with resolutions from the committees (Discussion/Action)	6:40
8.	Status of Legal Opinion Regarding Parking at Coit Tower (Discussion/Action)	6:55
9.	Council Members' Questions and Comments	7:15
10.	Change of Regular Meeting Location (Discussion/Action)	7:20
11.	Agenda planning for December 1, 2005 meeting. Tentatively Scheduled Next Regular Meeting: Thursday, December 1, 2005, 5:30pm, 1 South Van Ness Avenue, Conference Room 3074	7:25
12.	Adjournment	7:30

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Agenda Item #2

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5.	Staff Report (Discussion)	5:45
Staff-Initiated Items		
6.	MTA Board Guest Speaker (Discussion/Action)	5:50
Council-Initiated Items		
7.	Committee Reports with resolutions from the committees (Discussion/Action)	6:40
8.	Status of Legal Opinion Regarding Parking at Coit Tower (Discussion/Action)	6:55
9.	Council Members' Questions and Comments	7:15
10.	Change of Regular Meeting Location (Discussion/Action)	7:20
11.	Agenda planning for December 1, 2005 meeting. Tentatively Scheduled Next Regular Meeting: Thursday, December 1, 2005, 5:30pm, 1 South Van Ness Avenue, Conference Room 3074	7:25
12.	Adjournment	7:30

Attachments:

Agenda Item #2

Attachment – CAC Minutes from October 6, 2005 meeting

NOTES:

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**City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)**

Notice of Regular Meeting

**Agenda will be posted later
for**

**Thursday, December 1, 2005 at 5:30 p.m.
1 South Van Ness Avenue, Conference Room 3074
San Francisco, California**

Members:

Daniel Murphy (Chair), Steve Ferrario (Vice Chair), Mary Burns, Sue Cauthen,
Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey,
Bruce Oka, Cesar Perez, Norman Rolfe, Dorris Vincent, and Daniel Weaver
(2 Vacancies)

Committees:

Engineering, Maintenance & Safety (EMSC)

Daniel Weaver (Chair), Steve Ferrario, and Bruce Oka

Finance & Administration (FAC)

Daniel Murphy (Chair), Emily Drennen, Griffith Humphrey, and Bruce Oka

Operations & Customer Service Committee (OCSC)

Joan Downey (Chair), Mary F. Burns, Sue Cauthen, Daniel Murphy, and Norman Rolfe

Planning & Marketing Committee (PMC)

Bruce Oka (Chair), Emily Drennen, Norman Rolfe, and Dorris Vincent

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The MTA CAC may be contacted as follows:

**Municipal Transportation Agency Citizens' Advisory Council
401 Van Ness Avenue Room 334 – San Francisco, CA 94102-4524
☎(415) 554-6873 FAX (415) 554-4143**



**City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)**

AGENDA

**Notice of Regular Meeting and Agenda
for**

**Thursday, December 1, 2005 at 5:30 p.m.
1 South Van Ness Avenue, Conference Room 3074
San Francisco, California**

Item #	Item	Estimated Time
1.	Call to Order/Roll Call	5:30
2.	Adopt Minutes of October 6, 2005 [Attachment] (Discussion/Action)	5:33
3.	Public Comment - Concerning any issue within the jurisdiction of the Council not on the agenda.	5:35
4.	Report of the Chair (Discussion) Daniel Murphy (MTA CAC Chair)	5:40
5.	Staff Report (Discussion) Janet Michaelson and Deborah W. Denison (MTA CAC Staff Liaisons)	5:45
Staff-Initiated Items		
6.	Balboa Park Feasibility Study Project (Discussion/Action) Joe Speaks	5:50
Council-Initiated Items		
7.	Committee Reports	6:20
8.	Recommendation from a CAC Committee (Discussion/Action) Finance & Administration Committee (FAC) Motion: The MTA CAC recommends that, should a modification of the fare structure be considered for the Fiscal Year 2007 budget, that charging for transfers not be considered.	6:30
9.	Resolution from a CAC Committee (Discussion/Action) Engineering, Maintenance and Safety Committee (EMSC) Motion: The MTA CAC endorses the proposed Breda LRV 10-year maintenance overhaul program for funding starting in 2006-2007 MTA Budget.	6:40

10.	Recommendations from a CAC Committee (Discussion/Action) Operations & Customer Service Committee (OCSC) Motion: The MTA CAC recommends that MUNI post the "Operations Daily Report" on the sfmuni.com website with at least the previous month and the current month-to-date availability. Motion: The MTA CAC urges DPT to track complaints by type, in a database. Motion: The MTA CAC recommends that DPT include a "press 6 to register complaints or commendations" to its 553-1200 menu. Also add a way to register complaints on its website. Motion: The MTA CAC recommends the creation of a written procedure for handling complaints and commendations so that rules would be administered fairly and evenly. Motion: The MTA CAC recommends the adding of a Service Standard to track the resolutions to DPT complaints received.	6:50
11.	Recommendation from a CAC Committee (Discussion/Action) Planning & Marketing Committee (PMC) Motion: WHEREAS millions of dollars in regional funds have already been spent to develop Translink, a fare instrument designed to be used across transit agencies; THEREFORE LET IT BE IT RESOLVED THAT, the MTA CAC urges the MTA to investigate the possibility of using Translink for Para transit fare payment instead of investing in a stand-alone debit card system.	7:00
12.	Council Members' Questions and Comments	7:10
13.	Proposed Amendment to the Rules of Order (Discussion/Action) Article 4, Section 2 of the Municipal Transportation Agency's Citizens Advisory Council 's Rules of Order shall be amended to read: "Regular meetings. The Council shall hold its regular meeting at One South Van Ness Avenue, Room 3074, at 5:30 p.m. every first Thursday of the month."	7:20
14.	Agenda planning for January 5, 2006 meeting. Tentatively Scheduled Next Regular Meeting: Thursday, January 5, 2006, 5:30pm, 1 South Van Ness Avenue, Conference Room 3034	7:25
15.	Adjournment	7:30

Attachments:

Agenda Item #2

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return to CAC agendas and minutes

**About Muni: Boards and Committees:
CAC December 1, 2005, minutes**

**City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (MTA CAC)**

**FINAL MINUTES
of
Regular Meeting**

**Thursday, December 1, 2005 at 5:30 p.m.
1 South Van Ness Avenue, Conference Room 3074
San Francisco, California**

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1. **Call to Order / Roll Call** (Agenda Item 1). The regular meeting of the Municipal Transportation Agency Citizens' Advisory Council (MTA CAC) was called to order at 5:37 p.m., Thursday, December 1, 2005. Daniel Murphy (chair) presided. A quorum was present including the following:

MTA CAC Members Present at Roll Call: Daniel Murphy (Chair), Steve Ferrario (Vice Chair), Mary Burns, Sue Cauthen, Joan Downey, Emily Drennen, Griffith Humphrey, Bruce Oka, Norman Rolfe, and Daniel Weaver.

MTA CAC Members absent at Roll Call:

MTA CAC Absent: Art Cimento, Cesar Perez, and Dorris Vincent.

MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) Present: Deborah W. Denison (MTA), Janet Michaelson (MTA CAC Liaison), Joe Speaks (MTA Sr. Administrative Analyst and Project Manager), and Debra Reed (MTA CAC Secretary).

Community Representatives Present: Sondra Leque, Jim Lew, Bill Seelinger and Joan Wood (all representing the Telegraph Hill Dwellers – THD), and David Pilpel

2. Adopt the MTA CAC Minutes of October 6, 2005:

Motion to adopt the MTA CAC minutes for October 2005 by Dan Weaver with corrections.

2nd by Emily Drennen

CAC passed unanimously (Ayes - Murphy (Chair), Ferrario (Vice Chair), Burns, Cauthen, Downey, Drennen, Humphrey, Oka, Rolfe, and Weaver).

3. Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:

David Pilpel commented that the minutes should be reviewed for errors. Mr. Pilpel wanted to encourage the MTA CAC to urge the Agency to better coordinate enforcement instead of eliminating stops. He favored enforcement of existing transit priority measures such as lanes and cars double-parked or obstructing the systems. Growing traffic congestion had decreased speed and increased travel time thus impacting costs to provide service. To eliminate stops not only would pose no significant cost savings, but also would merely inconvenience current and potential passengers.

4. Report of the Chair: Daniel Murphy (MTA CAC Chair)

Mr. Murphy had been asked by the Controller to represent the MTA CAC in the Controller's service efficiencies study, funded by the TA (Transportation Authority).

Mr. Murphy was also invited to speak on behalf of the MTA CAC at the Para Transit Coordinating Council, of which Bruce Oka and Griffith Humphrey both were members.

Placed on the next MTA agenda was the hiring of the new executive director Nathaniel Ford, previously the general manager and CEO of MARTA, a rail and bus system in Atlanta, Georgia. Hiring date was yet to be announced.

5. Staff Report: Janet Michaelson (MTA Liaison) and Debra W. Denison

Daniel Murphy introduced Janet Michaelson as the new MTA Liaison replacing Debra W. Denison. Ms. Denison announced that she had accepted the position as acting manager for Transportation Technology, handling MTA service standards, Translink, 311 Project as well as general oversight of all technology projects.

Staff report was distributed.

Questions and Comments from the CAC

Emily Drennen commented that the "0 Tolerance, No Rear Door Boarding" program seemed to contradict "Proof of Payment."

Public Comment

David Pilpel commented on the confusion to the public caused by inconsistencies regarding back door boarding.

Staff-Initiated Items

6. Balboa Park Feasibility Study Project (Discussion/Action) Joe Speaks (MTA – Sr. Administrative Analyst and Project Manager)

Mr. Speaks distributed list of activities along with a diagram and introduced a plan to study

for neighborhood developments for underutilized the property at Balboa Park station area. The MTA CAC would be kept abreast of developments.

Questions and Comments from the CAC

Dan Weaver commented that the Balboa BART station with the 3 streetcar lines that serve it was the 2nd most essential transit hub in San Francisco. This area centrally located between OMI and Excelsior neighborhoods resembled a crowded eyesore similar to an industrial stockyard or a parking lot. It should have a better future. Mr. Weaver would like to see a more seamless connection between the streetcars and BART without requiring a long up-hill walk, especially for the disabled. A more attractive transit village may even attract people from their cars.

Daniel Murphy commented that the CAC would like review developments at the front end, such as looking at work products, circulation, operational constraints, etc.

Council-Initiated Items

7. Committee Reports:

See items 8 through 11.

8. Recommendations from a CAC Committee (Discussion/Action) Operations & Customer Service Committee (OCSC):

Motion pertaining to status of legal opinion regarding Coit Tower Parking.

Joan Downey explained that numerous requests for the legal opinion regarding Coit Tower parking yielded no response from the MTA. Sue Cauthen filed a Sunshine request. The OCSC was now asking for the support of the MTA CAC by allowing Ms. Cauthen to file the Sunshine request on behalf of both the Telegraph Hill Dwellers and on behalf of the MTA CAC. Sue Cauthen distributed copies of the July 5, 2005 MTA CAC transcript of Stuart Sunshine's response to her request for the legal opinion. Ms. Cauthen also distributed a version of Section 6252.5 of the California Public Records Act regarding access rights by members of a public body.

Public Comment

Joan Wood (THD) asked if MUNI had already related what the legal opinion was. Mr. Murphy responded that the gist of the opinion was that it was inconclusive.

Bill Seelinger (Chairman of Parking and Traffic Committee of the THD) commented that the THD's policy would be to negotiate with the MTA and nearby neighbors to come up with a mutually satisfying solution. The fact that the opinion existed made it an important fact involved in the solution of the problem. The council should be concerned that the refusal to make the opinion public would be a bad precedent for the CAC. The MTA CAC should support the opening the opinion to the public.

Sondra Leque (THD) commented that tourist cars were constantly blocking transit routes, thus further impeding busses. Regular transit service was essential to disabled and elderly persons who depended on buses as their sole means of transportation.

Jim Lew, also a supporter for bus transportation on Telegraph Hill, read a letter on behalf of Dorothy Daniels urging the MTA CAC to support the complaint for the legal opinion.

Motion: INASMUCH AS the highest level of the Municipal Transportation Agency agreed to give its Citizens Advisory Committee the informal legal opinion about the limited parking plan for Coit Tower, and

SINCE the MTA and the CAC, through its Operations & Customer Service Committee, have for over 4 years supported and aided in development of this transit improvement plan for the 39 Coit,

THEREFORE BE IT RESOLVED THAT the MTA CAC supports the Sunshine Ordinance complaint to obtain the legal document and asserts that the complaint is filed on behalf of the MTA CAC.

CAC passed with a split vote:

Ayes - Burns, Cauthen, Downey, Drennen, Humphrey, Oka, Rolfe, and Weaver.

Nayes - Murphy (Chair)

Motion: The MTA CAC recommends that the MTA explore the cost effectiveness and viability of transitioning out of the Fare Inspector program and into a Transit Police Officer program as a step towards the long term goal of system wide Proof of Payment, providing more effective fare enforcement and increasing system safety thereby increasing ridership and helping do MTA's part in reducing crime citywide.

CAC passed unanimously (Ayes - Murphy (Chair), Burns, Cauthen, Downey, Drennen, Humphrey, Rolfe, and Weaver).

Bruce Oka was unavailable during the vote.

Motion: The MTA CAC recommends that MUNI post the "Operations Daily Report" on the sfmuni.com website with at least the previous month and the current month-to-date availability.

CAC passed unanimously (Ayes - Murphy (Chair), Burns, Cauthen, Downey, Drennen, Humphrey, Rolfe, and Weaver).

Bruce Oka was unavailable during the vote.

The following 4 motions were adopted together:

Motion: The MTA CAC urges DPT to track complaints by type, in a database.

Motion: The MTA CAC recommends that DPT include a "press 6 to register complaints or commendations" option to its 553-1200 menu and add a way to register complaints on its website.

Motion: The MTA CAC recommends the creation of a written procedure for handling DPT complaints and commendations so that rules would be administered fairly and evenly.

Motion: The MTA CAC recommends the adding of a Service Standard to track the resolutions to DPT complaints received.

CAC passed unanimously (Ayes - Murphy (Chair), Burns, Cauthen, Downey, Drennen, Humphrey, Rolfe, and Weaver).

Bruce Oka was unavailable during the vote.

**9. Resolution from a CAC Committee (Discussion/Action)
Engineering, Maintenance and Safety Committee (EMSC)**

Dan Weaver distributed and discussed the November 17, 2005 report, "Argument to Provide Funding for a Breda LRV Preventive Overhaul Program." Steve Ferrario explained the need to urge the MTA Board to direct funding towards overhaul programs. Already 30 to 40 cars had been out-of-service per day as a result of skipping 5-year overhauls. Breda cars have yet another 20 to 25 years of expected life, however without adequate funding for the midlife overhaul to purchase needed parts, couplers, brakes, complicated door parts, etc. the Agency may experience a serious shortage of operable cars to run transit.

Motion: The MTA CAC endorses the proposed Breda LRV 10-year maintenance overhaul program for funding starting in 2006-2007 MTA Budget.

CAC passed unanimously (Ayes - Murphy (Chair), Ferrario (Vice Chair), Burns, Cauthen, Downey, Drennen, Humphrey, Oka, Rolfe, and Weaver).

Steve Ferrario, departed at 5:55 p.m.

**10. Recommendation from a CAC Committee: (Discussion/Action)
Finance & Administration Committee (FAC)**

Motion: The MTA CAC recommends that, should a modification of the fare structure be considered for the fiscal year 2007 budget, that charging for transfers not be considered.

CAC passed unanimously (Ayes - Murphy (Chair), Burns, Cauthen, Downey, Drennen, Humphrey, Oka, Rolfe, and Weaver).

**11. Recommendation from a CAC Committee: (Discussion/Action)
Planning & Marketing Committee (PMC)**

Motion: WHEREAS millions of dollars in regional funds have already been spent to develop Translink, a fare instrument designed to be used across transit agencies;

THEREFORE LET IT BE IT RESOLVED THAT, the MTA CAC urges the MTA to investigate the possibility of using Translink for Para transit fare payment instead of investing in a stand-alone debit card system.

Bruce Oka (PMC Chair) tabled this motion pending anticipation of complaints from the project composer and resolution.

Motion to table this motion by Bruce Oka

2nd by Sue Cauthen

CAC passed unanimously (Ayes - Murphy (Chair), Burns, Cauthen, Downey, Drennen, Humphrey, Oka, Rolfe, and Weaver).

Public Comment

David Pilpel felt that the motion should still be adopted since it only asked the MTA to investigate.

12. Council Members' Questions and Comments:

Joan Downey:

- Requested clarification of the 44 O'Shaughnessy route since the opening of the Concourse garage.
- Ms. Downey previously reported that limousine drivers were soliciting passengers who had been waiting in long lines at Cable car stops. She would like to know the outcome of the report.
- From November 2005's OCSC meeting it was clear that better solutions were needed for underground metro lines when clearing tunnels. Merely clearing tunnels resulting in bunching was not good service to riders that depend on these services. The OCSC would be writing a letter to MUNI urging them to reexamine their current rules for clearing tunnels. In her metro commute today, Ms. Downey experienced a 15-minute delay in a tunnel. Mr. Murphy asked that the OCSC fine-tune the issues with specific motions, rather than a letter.

Public Comment

David Pilpel added that the platform display signs often exhibited incomplete information. Engineering and Maintenance may want to look into if the display system was experiencing problems.

Bruce Oka

Mr. Oka wanted to report the hazardous location of the 38 Geary outbound stop at Van Ness Avenue, especially for seniors and disabled. He felt strongly that this stop should be returned back to its former corner location at Van Ness.

Dan Weaver

Card to parking meters to pay for parking fees. Janet Michaelson responded that parking meter cards would become available with the pilot program rolling out on December 15, 2005.

Norman Rolfe

Mr. Rolfe was waiting for the 19 Polk bus at Polk and Vallejo and managed to walk all the way to Larkin and McAllister streets and still no bus had come along. Another breakdown in service.

13. Proposed Amendment to the Rules of Order (Discussion/Action)

Article 4, Section 2 of the Municipal Transportation Agency's Citizens Advisory Council's Rules of Order shall be amended to read: "Regular meetings. The Council shall hold its regular meeting at One South Van Ness Avenue, Conference Room 3074, at 5:30 p.m. every first Thursday of the month."

CAC passed unanimously (Ayes - Murphy (Chair), Burns, Cauthen, Downey, Drennen, Humphrey, Oka, Rolfe, and Weaver).

Questions and Comments from the CAC

Sue Cauthen felt very insulted by all the security at the 1 South Van Ness meeting location. Daniel Murphy responded that the MTA does not yet own the 1 South Van Ness building (1SVN) and therefore must abide by constraints set by the building owner. The MTA staff adapted procedures similar to those of the TA (Transportation Authority) since there had been no legal problems for entry to TA public meetings. All MTA conference spaces elsewhere were no longer available since the MTA had vacated its other facilities to consolidate into the 1 SVN space.

Public Comment

Joan Wood (THD) felt that the building's security constraints were comfortable and easy. She had no problem with it at all.

14. Agenda planning for January 5, 2006 meeting.**Tentatively Scheduled Next Regular Meeting:**

Thursday, January 5, 2006, 5:30 p.m., 1 South Van Ness Avenue, Conference Room 3074

- Mr. Murphy would request the new MTA executive director as guest speaker, should one be confirmed at that time.
- Ms. Downey requested guest speakers from other transportation groups, such as Rescue MUNI, Market Street Railway, Walk S.F., TLC, etc.
- Dan Weaver announced that the next EMSC meeting would be held January 11, 2006. Future EMSC meetings may be changed to the 2nd Wednesday of the month.
- Sue Cauthen suggested to follow up on the SPUR report.

Public Comment

David Pilpel:

- Mr. Pilpel suggested occasional joint meetings with some of the other transportation advisory groups focused on MTA issues.
- He also suggested a budget discussion not yet constrained by solutions and recommendations that were initiated by the Finance committee (FAC).

15. **Adjournment:** 7:50 p.m.

Attachments:

Agenda Item 2 –
Minutes from October 6, 2005 meeting

Agenda Item 6–
Balboa Park Feasibility Planning – list of activities and a diagram.

Agenda Item 9 –
Maintenance report – Argument to Provide Funding for a Breda LRV Preventive Overhaul Program, dated November 17, 2005.

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Municipal Transportation Agency
Citizens' Advisory Council (CAC)**

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for
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Municipal Transportation Agency
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5.	Staff Report (Discussion) Janet Michaelson (MTA CAC Staff Liaison)	5:45
Staff-Initiated Items		
6.	FY 2006 and FY 2007 Budgets (Discussion/Action)	5:55
7.	Overhead Wire Replacement Plan (Discussion/Action)	6:40
Council-Initiated Items		
8.	Agenda Planning for 2006 (Discussion/Action)	7:00
9.	Committee Reports	7:10
10.	Agenda planning for February 2, 2006 meeting. Tentatively Scheduled Next Regular Meeting: Thursday, February 2, 2006, 5:30pm, 1 South Van Ness Avenue, Conference Room 3074	7:20
11.	Adjournment	7:30

Attachments:

Agenda Item #2

Attachment – Minutes from December 1, 2005 meeting

NOTES:

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City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (MTA CAC)

FINAL MINUTES
of
Regular Meeting

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Thursday, January 5, 2006 at 5:30 p.m.
1 South Van Ness Avenue, Conference Room 3074
San Francisco, California

1. **Call to Order / Roll Call** (Agenda Item 1). The regular meeting of the Municipal Transportation Agency Citizens' Advisory Council (MTA CAC) was called to order at 5:36 p.m., Thursday, January 5, 2006. Daniel Murphy (chair) presided. A quorum was present including the following:

MTA CAC Members Present at Roll Call: Daniel Murphy (Chair), Steve Ferrario (Vice Chair), Mary Burns, Sue Cauthen, Joan Downey, Emily Drennen, Griffith Humphrey, Bruce Oka, Norman Rolfe, and Daniel Weaver.

MTA CAC Members absent at Roll Call:

MTA CAC Absent: Art Cimento, Cesar Perez, and Dorris Vincent.

MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) Present: Janet Michaelson (MTA CAC Liaison), Deb Ward (MTA Budget Manager and Acting CFO), Pacifico Paculba (MTA Superintendent of Schedules), Lisa Chow (MTA Project Manager), Gil Montoya (MTA) and Tee Phang (MTA Project Engineer), and Debra Reed (MTA CAC Secretary).

Community Representatives Present: Edward Mason

2. **Adopt the MTA CAC Minutes of December 1, 2005:**

Motion to adopt the MTA CAC minutes for December 2005 by Steve Ferrario.

2nd by Bruce Oka

CAC passed unanimously (Ayes - Murphy (Chair), Ferrario (Vice Chair), Burns, Cauthen, Downey, Drennen, Humphrey, Oka, Rolfe, and Weaver).

3. **Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:**

Edward Mason received a reply to his formal complaint citing "shortage of operating personnel" as the reason for Transit unreliability over the past several months. While



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Transit would be preferred, erratic service has caused many frustrated patrons to often to surrender to driving private autos. Mason suggested that Owl services should be set as a priority, especially in view of lengthy headways. Muni should scale down schedules to fit available personnel with possibly an extra-board to achieve reliable service.

4. Report of the Chair: Daniel Murphy (MTA CAC Chair)

Mr. Murphy participated in the selection panel for the Transit Consultant RFQ for the Planning group. Negotiations had begun for a contractor.

A letter was forwarded regarding December 2005's action on the 39 Coit, asking that the MTA CAC be included in the Sunshine Request for the legal opinion. The committee of the Sunshine Ordinance Task Force declined the complaint, however another letter would be sent to review the historical development and to indicate the MTA CAC's support for the Sunshine Request. Ms. Cauthen invited CAC council members to attend the hearing January 28, 2006, at City Hall, room 408 at 4:00 p.m.

Mary Burns presented a report from her Balboa Park Tour. She found the tour to be a real eye-opener. Obstacles include sluggish traffic, pedestrians, lack of maintenance, absentees, union rules, etc., however personnel were dedicated hard workers pushing through a lot of these difficulties. Among her recommendations included in her report, Ms. Burns pointed to the need to educate wheelchair users to board the first car on double trains, that the driver would be attentive to their transit needs. Dan Weaver added that the MTA CAC EMSC had been working with the Maintenance department for the 10-year overhaul program. Joan Downey would be featuring Ms. Burns report at the MTA CAC OCSC meeting.

5. Staff Report: Janet Michaelson

Ms. Michaelson reviewed the Staff Report.

Staff-Initiated Items

6. MTA FY 2006 and FY 2007 Budgets: Deb Ward MTA Budget Manager and Acting CFO

Divisional budget submissions were in the reviewing process. Citywide challenges include the 7.5% retirement previously paid by City employees (an increase on the MTA of \$11 million, also above the base amount on hand). An increase in mandatory fringe benefits would be anticipated, however, it was expected that the City would not entertain a cost-of-living increase, but a 3% placeholder would be in place. There was no increase in money from General, according to the Controller. The Agency would be receiving \$6 million from Proposition 42 of the Governor's budget, sales tax (AB1107 and TBASP). MTA has been open to solutions, including addressing fare evasion, transit fares, parking rates, citation rates, and a base reduction of .25% to .5% in the non-personnel side of operating budget base. Since the Early Retirement program had ended, there had been a reduction in the employee attrition rate.

Questions and Comments from the CAC

Norman Rolfe:

Since private garage rates were so much more costly than City garages charged, the City should raise their garage rates closer to private garage rates.

Steve Ferrario:

Mr. Ferrario commented that serious equipment problems were brewing due to aging equipment. The MTA CAC had passed a resolution to encourage the MTA to fund overhaul programs for half-life programs. Would cut backs in non-personnel expenditures include rolling stock maintenance? Response: Yes, however, the MTA had been very cognoscente of, and was a driving factor of the range for the gap, an issue yet needing to be worked out with the FTA regarding midlife rehabilitation of vehicles. The Agency was focusing on rehabs for FY2007 FY2008.

Daniel Murphy:

Had cost saving ideas such as "stop" elimination, speeding up service, and other suggestions, been studied for value consideration and applied into the FY07 Budget?

Response: It was too early in the negotiations, but may be considered at the stage of Mayoral and Board of Supervisory review. However, cost reductions would perhaps be felt in FY08/FY09 rather than the current budget year, after a full-scale review of the system, how its rolled out, how service would be delivered, etc.

Mr. Murphy asked for clarification on 0.25% to 0.50% base reduction constituting \$6.2K to \$12.5K. Response: Each of the Deputy General managers would be asked to identify .005% reduction in their base budget (non-personnel items), as opportunities for efficiency measures.

Had the Proposition 42 money from the governor been confirmed? Response: That determination, whether Governor Schwarzenegger would grant or deny the money, could possibly be known as early as Monday, January 9, 2006 or during the May 2006 budget revision.

Would the budget need to be completed by May 2006? Response: The MTA Board would adopt the budget by February 28, 2006. While a balanced budget must be submitted to the Mayor by March 1, 2006, budget adjustments may continue through June 2006. The finished Budget would finally be adopted in August 2006.

Mr. Murphy announced that the FAC would have a meeting regarding the budget on January 18, 2006. Recommendations would be presented to the MTA Board in February.

Mary Burns:

Regarding the \$10 million preventative maintenance swap that would not take place, was the swap applied in the past? Response: Yes. The MTC only allows 2 swaps in a 12-year period of preventative maintenance, to cover operating costs. Our first swap was applied during the current Budget year.

Emily Drennen:

Ms. Drennen wanted to repeat last year's recommendations of raising parking fines and fees.

Public Comment

No comment from the Public

7. **Overhead Wire Replacement Plan:** Pacifico Paculba (MTA Superintendent of Schedules), Lisa Chow (MTA Project Manager), Gil Montoya (MTA) and Tee Phang (MTA Project Engineer)

Mr. Paculba distributed and reviewed the handout, "Metro Improvements Projects – Subway, starting January 17, 2006." Ms. Chow explained that SIMI Contractors was expected to complete construction in both the Metro Subway and the Twin Peaks areas by Spring 2008. Hours of construction would take place from 10:00 p.m. to 4:00 a.m. Monday through Saturday morning. Mr. Montoya reviewed bus substitution arrangements during construction hours.

Questions and Comments from CAC

Emily Drennen:

Both citizens and policyholders have decided that San Francisco was Transit First. Why would the MTA hesitate to remove 6 parking spaces from Castro Street in order to save cost, time, and to provide a cleaner alternative? Response: It was passenger safety that was the utmost consideration. Diesel buses could easily stop at safer passenger zones avoiding the need for passengers to cross through heavy traffic at Castro and Market streets. Ms. Drennen responded that using a PCO during hours of bus substitution would be a more cost effective safety solution.

Explain the hours of construction. Response: The subway must be cleared by 3:30 a.m. to allow testing with trains for hazards, needed safety adjustments, and passenger trains ready for service in their assigned location/positions when morning commuter operations began on time at 6:00 a.m. If construction were to begin at midnight, time for setting up and removing construction equipment would only give the contractor 2 hours of live-construction time.

Joan Downey:

Why was this project never previously presented to the CAC for service planning?

Response: While the project was presented before the CAC a year ago, apologies were offered for not involving the CAC in developments. However service planning was still flexible and evolving.

Dan Weaver:

Changing from Trolley to Diesel would be confusing to passengers. Mr. Weaver suggested rather than just vacillating vehicles swaps, an informational flyer explaining why the change, would make a smoother transition for passengers during construction.

Norman Rolfe:

Mr. Rolfe suggested increasing the **F** line service extending the line to the Cal Trains station, also adding trolley lines to LRVs. Response: Equipment was already at maximum mileage.

As an alternative, Breada cars were not compatible with overhead wiring in place, plus inadequate feeder power.

Steve Ferrario:

Was there a study comparing just completely shutting down the subway for the overhead replacement as a round-the-clock project versus this current plan of a few hours per night. The work could be completed in perhaps a couple of months versus the uncertainty of the 2-year current lengthy plan. Response: Contractors bidding for a round-the-clock job were very scarce. On the other hand, extending commence-time hours of construction to 8:00 p.m. rather than 10:00 p.m. was not plausible for transit customers.

Council-Initiated Items

8. Agenda Planning for 2006:

Suggestions from the CAC

- Guest speakers from the MTA Board
- Presentations from all the various transit advocate groups in San Francisco
- Reports: Operational Efficiencies along with impact on the Budget, Vehicle Travel Time using miles per hour as a guide (GIS format), and Pedestrian safety at key bus stops.
- Plans for communicating with the public – Maggie Lynch and Anne Richman
- Committee reports
- DPT consistency of enforcement for Sidewalk Parking and Street Sweeping
- Adequate inspector staff
- Adequate maintenance staff
- Facilities tour
- Central Control – Embarcadero tour
- DPT facility tour
- SF Go Office
- 3rd Street Light Rail progress
- CAC to go on record, urging the return of the outbound Geary/Van Ness stop from the mid-block location to the original corner location (Mr. Murphy assigned to EMSC)

9. Committee Reports:

Mary Burns distributed copies of her report on her Balboa Park MUNI Station tour

Questions from the CAC

Emily Drennen:

How has Service Adjustments impacted headways?

Municipal Transportation Agency
Citizens' Advisory Council
FINAL Minutes of Regular Meeting
Thursday, January 5, 2006

Joan Downey:

Convert some of the Cole Valley parking meters to 30-minute meters to alleviate double-parking

The hazardous intersection at Carl and Willard streets was in need of a better stop arrangement

What circumstances would qualify for PCOs as traffic directors

10. Agenda Planning for February 2, 2006 Meeting:

- Budget
- Meet the new MTA Executive Director, Mr. Nathaniel Ford
- A list of CAC accomplishments and impacts for presentation to Mr. Ford

11. Adjournment: 8:00 p.m.

Attachments:

Agenda Item 2 –

Minutes from the CAC December 1, 2005 meeting

Agenda Item 4 –

Mary Burns report on her tour of the Balboa Park MUNI Station, January 5, 2006.

Agenda Item 5 –

Staff Report

Agenda Item 7 –

Metro Improvement Projects – Subway, Starting January 17, 2006



**City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)**

**Notice Only of Regular Meeting
Agenda to Follow
for**

**Thursday, February 2, 2006 at 5:30 p.m.
1 South Van Ness Avenue, Conference Room 3074
San Francisco, California**

Members:

Daniel Murphy (Chair), Steve Ferrario (Vice Chair), Mary Burns, Sue Cauthen,
Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey,
Bruce Oka, Cesar Perez, Norman Rolfe, Dorris Vincent, and Daniel Weaver
(2 Vacancies)

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**City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)**

**AGENDA
Notice of Regular Meeting and Agenda
for
Thursday, February 2, 2006 at 5:30 p.m.
1 South Van Ness Avenue, Conference Room 3074
San Francisco, California**

Item #	Item	Estimated Time
1.	Call to Order/Roll Call	5:30
2.	Adopt Minutes of January 5, 2006 [Attachment] (Discussion/Action)	5:33
3.	Public Comment - Concerning any issue within the jurisdiction of the Council not on the agenda.	5:35
4.	Report of the Chair (Discussion) Daniel Murphy (MTA CAC Chair)	5:40
5.	Staff Report (Discussion) Janet Michaelson (MTA CAC Staff Liaison)	5:45
Staff-Initiated Items		
6.	FY 2007 Budget (Discussion/Action)	5:55
Council-Initiated Items		
7.	Recommendation from a CAC Committee Finance & Administration Committee (FAC) (Discussion/Action) Motion 011806.01 The MTA CAC recommends that staff develop a working schedule for developing new long-term revenue sources, such as the Class Fast Pass program, increase in Vehicle License fees, Transit Impact fees, and other non-fare revenue resources	7:00
8.	Recommendation from a CAC Committee Operations & Customer Service Committee (OCSC) (Discussion/Action) Metro service – Motion 012306.02 WHEREAS the OCSC has met with street operations and central control personnel to try to determine why the Metro system doesn't work for the customers and everyone at Muni seems to be doing the job they have been assigned to do, still the train headways seldom are within range of the published headways. This is bad news for the customers	7:05

and probably a big reason that Muni is not attracting new riders.
THEREFORE BE IT RESOLVED THAT the OCSC urges Muni to study Metro operations to determine how best to run the Metro lines efficiently. Here are some of the suggestions we have proposed in the past that we request you consider for more efficient Metro operations:

- ◆ Treat outbound L's, K's, and M's as interchangeable lines such that the appropriate order and balance in service is maintained at all times.
- ◆ Assign a line Manager or Inspector who would be responsible for each route. Managers and Inspectors should be trained to understand the general strategy for each route such that there are few contradictions between inspectors at different points in the route. "Next Bus" should be used to assist in making necessary adjustments.
- ◆ Metro should have signal priority at every crossing in as many sections of each line as possible. Where possible, delete 4 way stop signs and replace with signals. The remaining stop signs on Muni routes should be coordinated with passenger stops and only be provided for pedestrian safety and convenience. Investigate the possibility of relocating the stop to combine the passenger stop near the safety stop.
- ◆ Provide ticket vending machines to speed up loading at busy stops.
- ◆ Provide more signs to encourage passengers with tickets to use all doors.

Cable Car – Re-working of the text and adopting Motion 012306.03

CAC supports a continued staffing level of at least nine inspectors.
CAC supports the purchase of at least four laptop computers for the inspectors use.

CAC supports increased investigation of fare collection.

CAC supports increased open hours of the fare collection booths at the cable car terminals.

9.	Committee Reports	7:10
10.	Agenda planning for March 2, 2006 meeting. Tentatively Scheduled Next Regular Meeting: Thursday, March 2, 2006, 5:30pm, 1 South Van Ness Avenue, Conference Room 3074	7:20
11.	Adjournment	7:30

Attachments:

Agenda Item #2

Attachment – Minutes from January 5, 2006 meeting

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Municipal Transportation Agency
Citizens' Advisory Council (CAC)**

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"Notice of Cancellation"

for

Thursday, February 02, 2006

02-02-06P52727 PCVD

The Citizens' Advisory Council meeting scheduled for Thursday, February 02, 2006 has been cancelled.

Members:

Daniel Murphy (Chair), Steve Ferrario (Vice Chair), Mary Burns, Sue Cauthen, Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey, Bruce Oka, Cesar Perez, Norman Rolfe, Dorris Vincent, and Daniel Weaver
(2 Vacancies)

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Engineering, Maintenance & Safety (EMSC)

Daniel Weaver (Chair), Steve Ferrario, and Bruce Oka

Finance & Administration (FAC)

Daniel Murphy (Chair), Emily Drennen, Griffith Humphrey, and Bruce Oka

Operations & Customer Service Committee (OCSC)

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**Municipal Transportation Agency Citizens' Advisory Council
1 So. Van Ness Avenue, 7th Floor – San Francisco, CA 94103-5417
☎(415) 701-4666 FAX (415) 701-4502**



City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)

AGENDA
Notice of Regular Meeting and Agenda
for
Thursday, February 2, 2006 at 5:30 p.m.
1 South Van Ness Avenue, Conference Room 3074
San Francisco, California

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Council-Initiated Items		
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CAC supports the purchase of at least four laptop computers for the inspectors use.

CAC supports increased investigation of fare collection.

CAC supports increased open hours of the fare collection booths at the cable car terminals.

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**City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)**

**Notice of Rescheduled Regular Meeting and Agenda
for**

Monday, February 13, 2006

**1 South Van Ness Avenue, Conference Room 3074
San Francisco, California**

Members:

Daniel Murphy (Chair), Steve Ferrario (Vice Chair), Mary Burns, Sue Cauthen,
Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey,
Bruce Oka, Cesar Perez, Norman Rolfe, Dorris Vincent, and Daniel Weaver
(2 Vacancies)

Committees:

Engineering, Maintenance & Safety (EMSC)

Daniel Weaver (Chair), Steve Ferrario, and Bruce Oka

Finance & Administration (FAC)

Daniel Murphy (Chair), Emily Drennen, Griffith Humphrey, and Bruce Oka

Operations & Customer Service Committee (OCSC)

Joan Downey (Chair), Mary F. Burns, Sue Cauthen, Daniel Murphy, and Norman Rolfe

Planning & Marketing Committee (PMC)

Bruce Oka (Chair), Emily Drennen, Norman Rolfe, and Dorris Vincent

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The MTA CAC may be contacted as follows:

**Municipal Transportation Agency Citizens' Advisory Council
1 So. Van Ness Avenue, 7th Floor – San Francisco, CA 94103-5417
☎(415) 701-4666 FAX (415) 701-4502**



City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)

Rescheduled Regular Meeting and Agenda
for
Monday, February 13, 2006 at 5:30 p.m.
1 South Van Ness Avenue, Conference Room 3074
San Francisco, California

AGENDA

Item #	Item	Estimated Time
1.	Call to Order/Roll Call	5:30
2.	Adopt Minutes of January 5, 2006 [Attachment] (Discussion/Action)	5:33
3.	Public Comment - Concerning any issue within the jurisdiction of the Council not on the agenda.	5:35
4.	Report of the Chair (Discussion) Daniel Murphy (MTA CAC Chair)	5:40
5.	Staff Report (Discussion) Janet Michaelson (MTA CAC Staff Liaison)	5:45
Staff-Initiated Items		
6.	FY 2007 Budget (Discussion/Action)	5:55
Council-Initiated Items		
7.	Recommendation from a CAC Committee Finance & Administration Committee (FAC) (Discussion/Action) Motion 011806.01 The MTA CAC recommends that staff develop a working schedule for developing new long-term revenue sources, such as the Class Fast Pass program, increase in Vehicle License fees, Transit Impact fees, and other non-fare revenue resources	7:00
8.	Recommendation from a CAC Committee Operations & Customer Service Committee (OCSC) (Discussion/Action) Metro service – Motion 012306.02 WHEREAS the OCSC has met with street operations and central control personnel to try to determine why the Metro system doesn't work for the customers and everyone at Muni seems to be doing the job they have been assigned to do, still the train headways seldom are within range of the published headways. This is bad news for the customers and probably a big reason that Muni is not attracting new riders.	7:05

THEREFORE BE IT RESOLVED THAT the OCSC urges Muni to study Metro operations to determine how best to run the Metro lines efficiently. Here are some of the suggestions we have proposed in the past that we request you consider for more efficient Metro operations:

- ◆ Treat outbound L's, K's, and M's as interchangeable lines such that the appropriate order and balance in service is maintained at all times.
- ◆ Assign a line Manager or Inspector who would be responsible for each route. Managers and Inspectors should be trained to understand the general strategy for each route such that there are few contradictions between inspectors at different points in the route. "Next Bus" should be used to assist in making necessary adjustments.
- ◆ Metro should have signal priority at every crossing in as many sections of each line as possible. Where possible, delete 4 way stop signs and replace with signals. The remaining stop signs on Muni routes should be coordinated with passenger stops and only be provided for pedestrian safety and convenience. Investigate the possibility of relocating the stop to combine the passenger stop near the safety stop.
- ◆ Provide ticket vending machines to speed up loading at busy stops.
- ◆ Provide more signs to encourage passengers with tickets to use all doors.

**Cable Car – Re-working of the text and adopting
Motion 012306.03**

CAC supports a continued staffing level of at least nine inspectors.

CAC supports the purchase of at least four laptop computers for the inspectors use.

CAC supports increased investigation of fare collection.

CAC supports increased open hours of the fare collection booths at the cable car terminals.

9.	Recommendation from a CAC Committee Engineering, Maintenance and Safety Committee (EMSC) (Discussion/Action) 012306.04 The MTA CAC recommends that a Citizens Advisory Committee be established to provide citizen input to the planning process for the Van Ness and the Potrero Bus Rapid Transit projects. 012306.05 The MTA CAC recommends that a closer interaction take place between the San Francisco County Transportation Authority and the MTA in the design and construction of all transit projects where the MTA will be responsible for operations. These projects include, but are not limited to, the Geary, Van Ness and Potrero Bus Rapid Transit projects. 012306.06 The MTA CAC recommends that a full 30-year life cycle economic analysis per rider be completed for light rail versus bus vehicles for the proposed Bus Rapid Transit projects on Geary, Van Ness and Potrero. 012306.07 The MTA CAC recommends that the MTA fund the required half-life rehabilitation maintenance of the 45 NABI diesel buses in the 2006-2007 fiscal year budget. 012306.08 The MTA CAC recommends that the rail replacement funds not be transferred to the operations budget and not be reduced from the current funding levels.	
Council-Initiated Items		
10.	Agenda Planning for 2006 (Discussion/Action)	
11.	Committee Reports	
12.	Agenda planning for March 2, 2006 meeting. Tentatively Scheduled Next Regular Meeting: Thursday, March 2, 2006, 5:30pm, 1 South Van Ness Avenue, Conference Room 3074	
13.	Adjournment	

Attachments:

Agenda Item #2

Attachment – Minutes from January 5, 2006 meeting

NOTES:

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Know Your Rights Under the Sunshine Ordinance (Chapter 67 of the San Francisco Administrative Code)

Government's duty is to serve the public, reaching its decisions in full view of the public. Commissions, boards, councils, and other agencies of the City and County exist to conduct the peoples' business. This ordinance assures that deliberations are conducted before the people and that City operations are open to the peoples' review.

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Lobbyist Ordinance

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Campaign and Governmental Conduct Code, Section 2.100, to register and report lobbying activity. For more information about the Lobbyist Ordinance, contact the Ethics Commission at 30 Van Ness Avenue, Suite 3900, San Francisco, CA 94102, telephone (415) 581-2300, fax (415) 581-2317, or visit their website at <http://www.ci.sf.ca.us/ethics/>.



**City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (MTA CAC)**

**FINAL MINUTES
of
Regular Meeting**

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**Monday February 13, 2006 at 5:30 p.m.
1 South Van Ness Avenue, Conference Room 3074
San Francisco, California**

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1. **Call to Order / Roll Call** (Agenda Item 1). The regular meeting of the Municipal Transportation Agency Citizens' Advisory Council (MTA CAC) was called to order at 5:40 p.m., Monday, February 13, 2006. Daniel Murphy (chair) presided. A quorum was present including the following:

MTA CAC Members Present at Roll Call: Daniel Murphy (Chair), Mary Burns, Sue Cauthen, Emily Drennen, Griffith Humphrey, Bruce Oka, Cesar Perez, Norman Rolfe, and Daniel Weaver.

MTA CAC Members absent at Roll Call: Joan Downey, arrived at 5:43 p.m.

MTA CAC Absent: Art Cimento, Steve Ferrario and Dorris Vincent.

MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) Present: Janet Michaelson (MTA CAC Liaison), Deb Ward (MTA), and Debra Reed (MTA CAC Secretary).

Community Representatives Present: None

2. **Adopt Minutes of January 5, 2006:**

Motion to adopt the MTA CAC minutes for January 2006 by Bruce Oka.

2nd by Sue Cauthen

CAC passed unanimously (Ayes - Murphy (Chair) Burns, Cauthen, Drennen, Downey, Humphrey, Oka, Perez, Rolfe, and Weaver)

3. **Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:**

No public present.

4. **Report of the Chair:** Daniel Murphy (MTA CAC Chair)

Mr. Murphy invited Sue Cauthen to speak about the hearing on her complaint filed with the Sunshine Ordinance Task Force (SOTF). Ms. Cauthen said that through her Public Records



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request she was satisfied to find an E-mail from John Kennedy to DPT that, in both hers and Mr. Murphy's opinion, basically confirmed that the Telegraph Hill Dwellers' parking project was legal. In conclusion of the hearing, while the SOTF found no violation, a strong letter was forwarded to the MTA expressing concern about the MTA appearing not to be observing the spirit of the Sunshine Ordinance, and further urging the MTA to release needed information to the Citizens Advisory Council in order to conduct its business. Copies of Ms. Cauthen's January 24, 2006, Order of Determination from SOTF were distributed.

The Controller established the Transit Effectiveness project at the request of the MTA. The Controller appointed Mr. Murphy as the head of the policy advisory group. Members for a citizens advisory group would be selected through the Controllers office.

5. **Staff Report:** Janet Michaelson (MTA Liaison)

The staff report was distributed and reviewed.

Staff-Initiated Items

6. **MTA FY 2006 Budget:** Deb Ward

The slide presentation Proposed FY 2006-2007 MTA Operating Budget dated February 7, 2006, was distributed and reviewed. The budget was expected to be adopted on February 28, 2006, to be submitted to the Mayor, as required by the Charter, on March 1, 2006. This budget would include \$10 million for mid-life overhaul for the Breda fleet, \$20 million for preventive maintenance, \$3.6 million for enhanced safety training and security, \$1 million for information technology including the expectation that Translink would be available in 18 months, and \$25 million to begin building up a needed MTA reserve for unforeseen expenses. The shortfall of \$29 million was expected to be balanced by February 28, 2006 for adoption by the MTA Board.

Questions and Comments from the CAC

Mary Burns regarding POP: Response, POP would be system wide randomly targeting 25% of the lines on a daily bases.

Daniel Murphy regarding FTEs: Response, of the 50 FTEs, 45 would be fare inspectors, 3 as supervisors, with remaining 2 for senior analysts or finance positions.

Emily Drennen in the process, does the Mayor have authority to change the budget?
Response: Yes, both at policy and technical levels. Since there were no fare increases in this budget, the Mayor and the Board of Supervisors would likely focus on preventive maintenance and proof of payment issues.

Sue Cauthen:

Regarding 151 transit operator layoffs: Response, rather than the \$13 million (151 transit operators) in severe service reductions, the MTA worked with the Controller to certify 83 positions for early retirement. 62 employees accepted retirement, allowing a capacity for 68 to be brought back in the budget, but the 83 certified positions might be restored 2009-10.

Regarding payment to Port of San Francisco: Response, transfer of money collected by DPT on behalf of the Port from the Port's parking meters.

- Motion 021306.07** The MTA CAC recommends division by division mission statements and priorities be presented to CAC committees for review and recommendations over the course of the coming year.
CAC passed unanimously (Ayes - Murphy (Chair) Burns, Drennen, Downey, Humphrey, Oka, Perez, Rolfe, and Weaver) (Cauthen was not available during vote)
- Motion 021306.01** The MTA CAC recommends the MTA begin funding an operating reserve with this year's budget.
CAC passed unanimously (Ayes - Murphy (Chair) Burns, Cauthen, Drennen, Downey, Humphrey, Oka, Perez, Rolfe, and Weaver)
- Motion 021306.02** The MTA CAC recommends that the MTA fund the 2 additional service planning positions proposed in the 2006-07 MTA budget.
CAC passed unanimously (Ayes - Murphy (Chair) Burns, Cauthen, Drennen, Downey, Humphrey, Oka, Perez, Rolfe, and Weaver)
- Motion 021306.03** The MTA CAC recommends the MTA fully fund the LRV preventative maintenance programs.
CAC passed unanimously (Ayes - Murphy (Chair) Burns, Cauthen, Drennen, Downey, Humphrey, Oka, Perez, Rolfe, and Weaver)
- Motion 021306.04** The MTA CAC strongly urges the MTA Board to direct staff to research, review, and suggest implementation of innovative short-term and long-term revenue generation ideas.
CAC passed unanimously (Ayes - Murphy (Chair) Burns, Cauthen, Drennen, Downey, Humphrey, Oka, Perez, Rolfe, and Weaver)
- Motion 021306.05** WHEREAS, 3 pedestrians have died from collisions with MUNI vehicles in a recent 1.5 month period, and
WHEREAS, a recent judgment against the City by the family of Elizabeth Dominguez, a child killed by a MUNI vehicle on Potrero Avenue, was a record \$15 million, and
WHEREAS, the City will likely be hit with multi-million dollar lawsuits from the families of the 3 pedestrians recently killed by MUNI vehicles, and by those pedestrians killed by MUNI vehicles in the future, and
WHEREAS, the City can also be held liable for pedestrians injured or killed by private automobiles at locations known to be dangerous by the City,
THEREFORE BE IT RESOLVED, that the MTA CAC strongly urges the MTA Board to allocate funds sufficient to significantly reduce pedestrian injuries and deaths.
CAC passed unanimously (Ayes - Murphy (Chair) Burns, Cauthen, Drennen, Downey, Humphrey, Oka, Perez, Rolfe, and Weaver)

- Motion 021306.06** WHEREAS, vehicles parked on the sidewalks present multiple hazards and difficulties to people with mobility or sensory disabilities, seniors, children, and the general public, and
- WHEREAS, the Americans with Disabilities Act recognizes that streets and sidewalks must be accessible to people with disabilities, and
- WHEREAS, sidewalks blocked by illegally parked cars can limit access and present hazards to all users of the streets, and
- WHEREAS, the 2006-07 MTA Budget states that a Parking Control Officer can average 40 citations written per day, bringing in \$1,600 in revenue,
- THEREFORE BE IT RESOLVED, that the MTA CAC strongly urges the MTA Board to include additional Parking Control Officers FTEs in the 2006-07 budget to enforce sidewalk parking regulations without necessarily receiving public complaints, in order to significantly reduce the incidence of sidewalk parking.

CAC passed unanimously (Ayes - Murphy (Chair) Burns, Cauthen, Drennen, Downey, Humphrey, Oka, Perez, Rolfe, and Weaver)

- Motion 021306.07** The MTA CAC recommends division by division mission statements and priorities be presented to CAC committees for review and recommendations over the course of the coming year.

CAC passed unanimously (Ayes - Murphy (Chair) Burns, Cauthen, Drennen, Downey, Humphrey, Oka, Perez, Rolfe, and Weaver)

- Motion 021306.08** The MTA CAC recommends that the MTA examine the possibility of expanding parking meter hours and days in appropriate areas of the city.

2nd by Emily Drennen

CAC passed with majority vote:

(Ayes - Murphy (Chair), Drennen, Cauthen, Downey, Humphrey, Oka, Perez, Rolfe, and Weaver)

(Nays - Burns)

7. **Recommendation from a CAC Committee**
Finance & Administration Committee (FAC) (Discussion/Action)

- Motion 011806.01** The MTA CAC recommends that staff develop a working schedule for developing new long-term revenue sources, such as the Class Fast Pass program, increase in Vehicle License fees, Transit Impact fees, and other non-fare revenue resources

Mr. Murphy (Chair) tabled the motion since a similar motion was passed in item 6.

8. **Recommendation from a CAC Committee**
Operations & Customer Service Committee (OCSC) (Discussion/Action)

Metro Service

Motion 012306.02 WHEREAS the MTA CAC has met with street operations and central control personnel to try to determine why the Metro system doesn't work for the customers and everyone at Muni seems to be doing the job they have been assigned to do, still the train headways seldom are within range of the published headways. This is bad news for the customers and probably a big reason that Muni is not attracting new riders.

THEREFORE BE IT RESOLVED THAT the MTA CAC urges Muni to study Metro operations to determine how best to run the Metro lines efficiently. Here are some of the suggestions we have proposed in the past that we request you consider for more efficient Metro operations:

- ◆ Treat Metro trains where ever possible as interchangeable lines such that the appropriate order and balance in service is maintained at all times.
- ◆ Assign a line Manager or Inspector who would be responsible for each route. Managers and Inspectors should be trained to understand the general strategy for each route such that there are few contradictions between inspectors at different points in the route. "Next Bus" should be used to assist in making necessary adjustments.
- ◆ Metro should have signal priority at every crossing in as many sections of each line as possible. Where possible, delete 4 way stop signs and replace with signals. The remaining stop signs on Muni routes should be coordinated with passenger stops and only be provided for pedestrian safety and convenience. Investigate the possibility of relocating the stop to combine the passenger stop near the safety stop.
- ◆ Provide ticket vending machines to speed up loading at busy stops.
- ◆ Provide more signs to encourage passengers with tickets to use all doors.

CAC passed unanimously (Ayes - Murphy (Chair) Burns, Cauthen, Drennen, Downey, Humphrey, Oka, Perez, Rolfe, and Weaver)

Cable Car – Re-working of the text and adopting

Motion 012306.03

The MTA CAC recommends:

- ◆ A continued staffing level of at least nine inspectors.
- ◆ The purchase of at least four laptop computers for the inspectors use.
- ◆ Increased investigation of fare collection.
- ◆ Increased open hours of the fare collection booths at the cable car terminals.

CAC passed unanimously (Ayes - Murphy (Chair) Burns, Cauthen, Drennen, Downey, Humphrey, Oka, Perez, Rolfe, and Weaver)

9. Recommendation from a CAC Committee

Engineering, Maintenance and Safety Committee (EMSC) (Discussion/Action)

Motion 012306.04 The MTA CAC recommends that a Citizens Advisory Committee be established to provide citizen input to the planning process for the Van Ness and the Potrero Bus Rapid Transit projects and for the Central Subway project.

CAC passed unanimously (Ayes - Murphy (Chair) Burns, Cauthen, Drennen, Downey, Humphrey, Oka, Perez, Rolfe, and Weaver)

Motion 012306.05 The MTA CAC recommends that a closer interaction take place between the San Francisco County Transportation Authority and the MTA in the design and construction of all transit projects where the MTA will be responsible for operations. These projects include, but are not limited to, the Geary, Van Ness and Potrero Bus Rapid Transit projects.

CAC passed unanimously (Ayes - Murphy (Chair) Burns, Cauthen, Drennen, Downey, Humphrey, Oka, Perez, Rolfe, and Weaver)

Motion 012306.06 The MTA CAC recommends that a full 30-year life cycle economic analysis including rider projections be completed for light rail versus bus modes for the proposed Bus Rapid Transit projects on Geary, Van Ness and Potrero.

CAC passed unanimously (Ayes - Murphy (Chair) Burns, Cauthen, Drennen, Downey, Humphrey, Oka, Perez, Rolfe, and Weaver)

Motion 012306.07 The MTA CAC recommends that the MTA fund the required half-life rehabilitation maintenance of the 45 NABI diesel buses in the 2006-2007 fiscal year budget.

CAC passed unanimously (Ayes - Murphy (Chair) Burns, Cauthen, Drennen, Downey, Humphrey, Oka, Perez, Rolfe, and Weaver)

Motion 012306.08 The MTA CAC recommends that the rail replacement funds not be transferred to the operations budget and not be reduced from the current funding levels.

CAC passed unanimously (Ayes - Murphy (Chair) Burns, Cauthen, Drennen, Downey, Humphrey, Oka, Perez, Rolfe, and Weaver)

Council-Initiated Items

10. Agenda Planning for 2006 (Discussion/Action)

Invite Executive Director Nathaniel Ford as guest speaker

Field trips during April or May

Norman Rolfe expressed interest in Cable Car and Hotel Vetale revenues

Emily Drennen suggested labor relations and employee satisfaction, service adjustment impacts on service

Joan Downey suggested reviewing labor contracts

Sue Cauthen suggested reviewing the towing process

11. Committee Reports:

Joan Downey announced that the OCSC meeting was rescheduled for Thursday, February 16, 2006

Municipal Transportation Agency
Citizens' Advisory Council
FINAL Minutes of Regular Meeting
Monday, February 13, 2006

12. Agenda planning for March 2, 2006 meeting
Tentatively Scheduled Next Regular Meeting:

Thursday, March 2, 2006, 5:30 p.m., 1 South Van Ness Avenue,
Conference Room 3074

13. Adjournment: 7:47 p.m.

Attachments:

Agenda Item 2 –
CAC minutes from January 5, 2006 meeting

Agenda Item 4–
Letter addressed to Sue Cauthen from Sunshine Ordinance Task Force

Agenda Item 6–
Handout of slide presentation



**City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)**

**Notice of Rescheduled Regular Meeting and Agenda
for**

Thursday, March 2, 2006

**1 South Van Ness Avenue, Conference Room 3074
San Francisco, California**

Members:

Daniel Murphy (Chair), Steve Ferrario (Vice Chair), Mary Burns, Sue Cauthen,
Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey,
Bruce Oka, Cesar Perez, Norman Rolfe, Dorris Vincent, and Daniel Weaver
(2 Vacancies)

Committees:

Engineering, Maintenance & Safety (EMSC)

Daniel Weaver (Chair), Steve Ferrario, and Bruce Oka

Finance & Administration (FAC)

Daniel Murphy (Chair), Emily Drennen, Griffith Humphrey, and Bruce Oka

Operations & Customer Service Committee (OCSC)

Joan Downey (Chair), Mary F. Burns, Sue Cauthen, Daniel Murphy, and Norman Rolfe

Planning & Marketing Committee (PMC)

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**City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)**

**Rescheduled Regular Meeting and Agenda
for
Thursday, March 2, 2006 at 5:30 p.m.
1 South Van Ness Avenue, Conference Room 3074
San Francisco, California**

AGENDA

Item #	Item	Estimated Time
1.	Call to Order/Roll Call	5:30
2.	Adopt Minutes of February 13, 2006 [Attachment] (Discussion/Action)	5:33
3.	Public Comment - Concerning any issue within the jurisdiction of the Council not on the agenda.	5:35
4.	Report of the Chair (Discussion) Daniel Murphy (MTA CAC Chair)	5:40
5.	Staff Report (Discussion) Deborah W. Denison (MTA CAC Staff Liaison)	5:45
Staff-Initiated Items		
6.	Meeting the new Executive Director Nathaniel Ford (Discussion/Action)	5:50
7.	Service Standards FY 2006 Recommendation from a CAC Committee Operations & Customer Service Committee (OCSC) (Discussion/Action) Motion 021606.01 The MTA CAC recommends that the number of annual pedestrian injuries and deaths should be one of DPT's service standards. Motion 021606.02 The MTA CAC recommends that Charter mandated standards be indicated as such on the Service Standards report. Motion 021606.03 The MTA CAC recommends that the Service Standards report use full-year performance, not just 4th quarter performance for comparison purposes. Additionally the MTA CAC recommends that quarterly Service Standards reports compare performance quarter over quarter, for example comparing 2 nd quarter of FY06 to 2 nd quarters of previous fiscal years. Motion 021606.04 The MTA CAC recommends the load factor goals be framed as a percentage of lines complying with the 85% target, and that lines not complying have their schedules and level of service examined. Motion 021606.05 The MTA CAC recommends that the standard for the time to respond requests for changes to traffic or parking controls from the public be set at more of an aggressive level of at least 90%. Motion 021606.06 The MTA CAC recommends that the Service Standards include fully allocated costs per passenger mile by mode.	6:20

	Motion 021606.07 The MTA CAC recommends that the number of parking enforcement incidents resulting in a notation in the Muni Central Control log be measured, and that a goal of reducing such incidents be adopted for DPT. Motion 021606.08 WHEREAS pedestrian safety statistics reported to the MTA Board, the MTA CAC recommends that pedestrian injuries and fatalities be included in the Service Standards report. Motion 021606.09 The MTA CAC recommends that abandoned vehicle report response time be framed in business days rather than hours. Motion 021606.10 The MTA CAC recommends that a Service Standard for speed of response to sidewalk parking, crosswalk parking and blocked driveway parking be adopted. Motion 021606.11 The MTA CAC recommends that walk-in citation and RPP wait time include the average of the top 5% of wait time. Motion 021606.12 The MTA CAC recommends that the MTA implement an east bound right turn lane and right arrow signal on Fulton Street at Stanyon Street in order to reduce congestion at that intersection, assuming it has no negative impact on Muni buses. Motion 021606.13 WHEREAS there are disabled members of our community who have been denied access to disabled ramps/exits from Muni vehicles because they were not in wheelchairs; THEREFORE BE IT RESOLVED THAT the CAC recommends that operators and supervisors be given specific instructions beyond the issuance of a bulletin that <u>anyone</u> requesting to use the ramps or mechanisms designed for the disabled be allowed to use them.	
8.	Transit Effectiveness project (Discussion/Action)	6:50
Council-Initiated Items		
9.	Committee Reports	7:10
10.	Agenda planning for April 6, 2006 meeting. Tentatively Scheduled Next Regular Meeting: Thursday, April 6, 2006, 5:30pm, 1 South Van Ness Avenue, Conference Room 3074	7:20
11.	Adjournment	7:30

Attachments:

Agenda Item #2

Attachment – Minutes from February 13, 2006 meeting

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**City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (MTA CAC)**

**FINAL MINUTES
of
Regular Meeting**

**Thursday, March 2, 2006 at 5:30 p.m.
1 South Van Ness Avenue, Conference Room 3074
San Francisco, California**

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1. **Call to Order / Roll Call** (Agenda Item 1). The regular meeting of the Municipal Transportation Agency Citizens' Advisory Council (MTA CAC) was called to order at 5:36 p.m., Thursday, March 2, 2006. Daniel Murphy (chair) presided. A quorum was present including the following:

MTA CAC Members Present at Roll Call: Daniel Murphy (Chair), Steve Ferrario (Vice Chair), Mary Burns, Art Cimento, Emily Drennen, Griffith Humphrey, Bruce Oka, Cesar Perez, Norman Rolfe, Dorris Vincent, and Daniel Weaver.

MTA CAC Members absent at Roll Call:

MTA CAC Absent: Sue Cauthen, and Joan Downey.

MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) Present: Nathaniel Ford, (Executive Director, Deborah W. Denison (MTA CAC Liaison), Peter Straus (MTA - Planning), Corina Monzon (Controller's Office - Project Manager), and Debra Reed (MTA CAC Secretary).

Community Representatives Present: Edward Mason, Joe Walseth, and a group of youth interns from the Department of Public Health.

2. **Adopt the MTA CAC Minutes of February 13, 2006:**

Motion to adopt the MTA CAC minutes for February 13, 2006 by Norman Rolfe.

2nd by Bruce Oka

CAC passed unanimously (Ayes - Murphy (Chair), Ferrario (Vice Chair), Burns, Cimento, Drennen, Humphrey, Oka, Perez, Rolfe, Vincent, and Weaver).

3. **Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:**

Edward Mason:



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As a Transit First city, Mr. Mason suggested that event reroute planning should include limiting primary transit streets to transit only, and reroute auto traffic to out-lying streets. Mr. Murphy and Mary Burns agreed that event reroute planning should be featured as an agenda item at a future MTA CAC – OCSC meeting.

4. **Report of the Chair:** Daniel Murphy (MTA CAC Chair)

Mr. Murphy and Steve Ferrario met the new Executive Director who would be featured as the guest speaker for item #6.

The MTA Board passed the FY2007 Budget. The Board did not adopt garage rate increases, however garage rates would be considered the following month. Mr. Murphy also had a copy of the mathematical model of the fare-evasion equation that MTA was considering.

5. **Staff Report:** Deborah W. Denison

The Staff report was distributed.

Staff-Initiated Items

6. **Meeting the new Executive Director, Nathaniel Ford**

Mr. Ford had a history of rail business from his, college days. After serving as the Assistant Chief Transportation Officer with BART from 1992, he later moved in 1997 to Atlanta, Georgia, starting as the Senior Vice President of Operations for MARTA. Advancement took Mr. Ford from Executive Vice President of Operations, Engineering, and the Police department, to MARTA's General Manager and CEO in November 2000. Mr. Ford was attracted to the MTA because of San Francisco's clear Transit First Policy. Mr. Ford's focuses would include on-time performance, cleanliness, security, safety, and improving customers' transit experience.

Questions and Comments from the CAC

Dan Weaver:

Maintenance has been a serious concern. Response: Mr. Ford's background also included working on a 6-year project with a team that turned around New York's previous record of derailments, fires, graffiti, etc. Mr. Ford wants to include rehabilitation of elevators and escalators in maintenance plans.

Bruce Oka:

9-11 Security concerns had made bathrooms inaccessible to the public, a problem especially for the disabled and elderly. Response: Mr. Ford would be looking into security issues regarding terrorists, restrooms, and accessibility.

Mary Burns:

Regular customers seem to be reduced to a low priority when it comes to providing transit for events such as ballgames versus providing service for those patrons depending on everyday reliable service. Response: Improved customer service would also include courtesy, a clean system, and understanding the importance of customers.

Emily Drennen:

The MTA mission statement did not have much of a reference to customers. The MTA CAC would like to have some input into the Mission Statement. Response: Mr. Ford welcomed the input, since it should reflect the desires of the public, as well as the leadership team and the employees.

While the MTA CAC passed recommendations regarding seniors, disabled and youth, being able to use their fast passes on BART, the newspapers reported another BART/MUNI contract was signed without their provision. Response: Mr. Ford had a very good relationship with BART and envisioned these challenges between BART and the MTA soon to become extinguished. Mr. Ford would be speaking with Tom Marbrow to resolve or at least fully understand what the issues were.

Art Cimiento:

Mr. Cimiento asked Mr. Ford to list his upcoming goals over the next 6 months. Response: Quickly building up MTA's leadership team, half of the team had taken on double duty as acting, leaving some of their normal responsibilities lacking. January and February brought attention to Safety and Security issues. Graffiti, cleanliness, tidy issues were important. Meeting Proposition E standards, on-time performance. Building a repot with the Union, the Board of Supervisors, and Sacramento legislators. Budget. Funding for the Agency and the decriminalizing citations for fare evasions through Sacramento. Improve quality of service, also maintenance of transit systems.

Norman Rolfe:

What would Mr. Ford look to accomplish through Sacramento, the Bond issue, etc? Response: Mr. Ford hoped to secure \$21 million this year through Proposition 42 for maintenance and rehabilitation decisions. Working on obtaining Bonds through showing clear deliverables that would satisfy both customers and take care of employees.

Daniel Murphy:

How would Mr. Ford work towards achieving the 85% On-Time Performance goal? Response: Look at the entire system and then narrow problems to targeted areas, such as worst offenders, routes with patterns of customer complaints coupled with punctual problems, and routes with a large ridership. Utilize studies using NextBus and manual reports to synchronize timing with operators, along with traffic and other problematic variables.

Dorris Vincent:

Ms. Vincent listed some routes on which drivers were often subjected to verbal abuse from frustrated passengers complaining about service issues that should be filled with Central Control. Response: Mr. Ford had been working with the Union President, the Police Chief, and the District Attorney, regarding altercations between operators and passengers. However Operators would be expected to provide quality service to passengers.

Public Comment

Ed Maison:

The BART-Plus fast pass does not provide any discount for trips throughout the BART system that were initiated in San Francisco, thus charging full fares for the entire BART trip.

Joe Walsef:

What process would be available for soliciting special needs of youth riders? Response: Mr. Ford identified the youth pass program, and the City's youth intern program however, Mr. Ford was still new to the MTA post.

7. Service Standards FY 2006: Deborah W. Denison

Mr. Murphy reviewed and discussed the following motions from the OCSC committee regarding the FY 2006 Service Standards:

- Motion 021606.01** WHEREAS pedestrian safety statistics reported to the MTA Board, the MTA CAC recommends that pedestrian injuries and fatalities be included in the Service Standards report.
- Motion 021606.02** The MTA CAC recommends that Charter mandated standards be indicated as such on the Service Standards report.
- Motion 021606.03** The MTA CAC recommends that the Service Standards report use full-year performance, not just 4th quarter performance for comparison purposes. Additionally the MTA CAC recommends that quarterly Service Standards reports compare performance quarter over quarter, for example comparing 2nd quarter of FY06 to 2nd quarters of previous fiscal years.
- Motion 021606.04** The MTA CAC recommends the load factor goals be framed as a percentage of lines complying with the 85% target, and that lines not complying have their schedules and level of service examined.
- Motion 021606.05** The MTA CAC recommends that the standard for responding to requests for changes to traffic or parking controls from the public within 90 days be set at more of an aggressive level of at least 90%.
- Motion 021606.06** The MTA CAC recommends that the Service Standards include fully allocated costs per passenger mile by mode.
- Motion 021606.07** The MTA CAC recommends that the number of parking enforcement incidents resulting in a notation in the Muni Central Control log be measured, and that a goal of reducing such incidents be adopted for DPT.
- Motion 021606.08** [This motion was combined into motion 021606.01.]
- Motion 021606.09** The MTA CAC recommends that abandoned vehicle report response time be framed in business days rather than hours.
- Motion 021606.10** The MTA CAC recommends that a Service Standard for speed of response to sidewalk parking, crosswalk parking and blocked driveway parking, and percentage of calls resulting in a DPT contact be adopted.

Motion 021606.11 The MTA CAC recommends that walk-in citation and RPP wait time include the average of the top 5% of wait times.

Moved by Dan Weaver

2nd by Emily Drennen

CAC passed unanimously (Ayes - Murphy (Chair), Ferrario (Vice Chair), Cimento, Drennen, Humphrey, Oka, Perez, Rolfe, and Weaver. Burns, and Vincent previously departed and were not available for the vote.)

Motion 021606.12 The MTA CAC recommends that the MTA implement an east bound right turn lane and right arrow signal on Fulton Street at Stanyan Street in order to reduce congestion at that intersection, assuming it has no negative impact on Muni buses.

CAC passed unanimously (Ayes - Murphy (Chair), Ferrario (Vice Chair), Cimento, Drennen, Humphrey, Oka, Perez, Rolfe, and Weaver. Burns, and Vincent previously departed and were not available for the vote.)

Motion 021606.13 WHEREAS there are disabled members of our community who have been denied access to disabled ramps/exits from Muni vehicles and subway stations elevators, because they were not in wheelchairs;

THEREFORE BE IT RESOLVED THAT the CAC recommends that operators and supervisors be given specific instructions beyond the issuance of a bulletin that anyone requesting to use the ramps or mechanisms designed for the disabled be allowed to use them.

CAC passed unanimously (Ayes - Murphy (Chair), Ferrario (Vice Chair), Cimento, Drennen, Humphrey, Oka, Perez, Rolfe, and Weaver. Burns, and Vincent previously departed and were not available for the vote.)

8. **Transit Effectiveness project:** Peter Straus (MTA), and Corina Monzon (Controller's Office)

Mr. Straus distributed and reviewed the handout; "Transit Effectiveness Project" dated March 2, 2006. Transit Effectiveness Project (TEP) was a partnership between the MTA and the Controller's Office, as a result of Proposition C.

Mr. Straus would be presenting regular progress reports at the MTA CAC's Planning and Marketing Committee (PMC) for citizen input.

Questions and Comments from the CAC

Emily Drennen:

Would the study also include street use, street configuration, transit-only lanes, and TPS?

Response: The project's components were still being defined and worked out for clarification within the proposed budget.

Council-Initiated Items

9. **Committee Reports:**

No reports were presented

10. Agenda Planning for April Meeting:

Field trip

11. Adjournment: 7:33 p.m.

Attachments:

Agenda Item 2 –

February 13, 2006 CAC meeting minutes

Agenda Item 5 –

March 2006 Staff Report

Agenda Item 7 –

2nd Q – FY 2006 Service Standards – dated March 2, 2006

Summary of FY06 2nd Q Service Standards

Agenda Item 8 –

Transit Effectiveness Project, dated March 2, 2006



**City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)**

**Notice of Regular Meeting and Agenda
for
Thursday, April 6, 2006 at 5:30 p.m.**

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Bruce Oka, Cesar Perez, Norman Rolfe, Dorris Vincent, and Daniel Weaver
(2 Vacancies)

Committees:

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Operations & Customer Service Committee (OCSC)

Joan Downey (Chair), Mary F. Burns, Sue Cauthen, Daniel Murphy, and Norman Rolfe

Planning & Marketing Committee (PMC)

Bruce Oka (Chair), Emily Drennen, Norman Rolfe, and Dorris Vincent

NOTES:

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**City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)**

**Notice of Site Tour Meeting and Agenda
for
Tuesday, May 2, 2006 at 11:30 a.m.**

**Central Control - West Portal Station
West Portal and Ulloa Avenues
San Francisco, California**

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**City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)**

AGENDA

**Notice of Site Tour Meeting and Agenda
for
Tuesday, May 2, 2006 at 11:30 a.m.**

**Central Control – West Portal Station
West Portal and Ulloa Avenues
San Francisco, California**

Item #	Item	Estimated Time
1.	Call to Order/Roll Call	11:30
2.	Public Comment	11:33
3.	Central Control Site Tour (Discussion/Action)	11:35
4.	Adjournment	1:30

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Disability Access

This Tour Meeting will be held at the West Portal Station at West Portal and Ulloa Avenues.

The meeting location is wheelchair accessible. BART does not run in this area. The closest MUNI Metro station would be the West Portal Station itself. Accessible MUNI bus lines are the K-Ingleside, L-Taraval, M-Ocean View, also the 17 Park Merced, and the 48 Quintara. For more information about MUNI accessible services, call 415-923-6142. There is accessible on-street vehicle parking available in the vicinity of the meeting location. Bicycle accommodations will be provided during the tour.

For assistance with special needs (large print agendas, sign language interpreters, etc.) please contact Debra Reed (Council Secretary) at (415) 701-4666 at least two business days before the meeting.

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**City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (MTA CAC)**

**FINAL MINUTES
of
Site Tour Meeting**

Tuesday, May 2, 2006 at 11:30 a.m.

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**Central Control - West Portal Station
West Portal and Ulloa Avenues
San Francisco, California**

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tour
1. **Call to Order / Roll Call** (Agenda Item 1). The regular meeting of the Municipal Transportation Agency Citizens' Advisory Council (MTA CAC) was called to order at 11:43 a.m., Tuesday, May 02, 2006. Daniel Murphy (chair) presided. A quorum was present including the following:

MTA CAC Members Present at Roll Call:

Daniel Murphy (Chair), Steve Ferrario (Vice Chair), Mary Burns, Joan Downey, Griffith Humphrey, Cesar Perez, Norman Rolfe, and Daniel Weaver.

MTA CAC Absent:

Sue Cauthen, Art Cimento, Emily Drennen, Bruce Oka, and Dorris Vincent.

MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) Present: David Banbury (Muni - Superintendent, Central Control), Frank Zepeda (MTA), and Debra Reed (MTA CAC Secretary).

Community Representatives Present: Edward Mason, Emeric Kalman, and David Pilpel

2. **Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:**

Edward Mason wanted to know if there was an overall process in place for the reroute of both transit and vehicle traffic during large events, such as Cinco de Mayo.

3. **Site Tour – Central Control:** David Banbury (Muni - Superintendent)

Mr. Banbury explained that Central Control operates 24 hours, 7 days a week, and utilizing systems such as NextBus and ATCS, along with Radio dispatch. Central Control staff (15 train controllers, 5 managers, and 23 dispatchers) processed an average of 80,000 calls every month to keep transit up and running. Proceeding to Central Control's Radio room he oriented the visiting CAC Council and public interests on daily operations.

4. **Adjournment:** 12:58 p.m.



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**City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)**

**Notice of Regular Meeting and Agenda
for
Thursday, May 4, 2006 at 5:30 p.m.**

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Members:

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(2 Vacancies)

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Daniel Weaver (Chair), Steve Ferrario, and Bruce Oka

Finance & Administration (FAC)

Daniel Murphy (Chair), Emily Drennen, Griffith Humphrey, and Bruce Oka

Operations & Customer Service Committee (OCSC)

Joan Downey (Chair), Mary F. Burns, Sue Cauthen, Daniel Murphy, and Norman Rolfe

Planning & Marketing Committee (PMC)

Bruce Oka (Chair), Emily Drennen, Norman Rolfe, and Dorris Vincent

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**City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)**

**Notice of Regular Meeting and Agenda
for**

**Thursday, June 8, 2006 at 5:30 p.m.
1 South Van Ness Avenue, Conference Room 3074
San Francisco, California**

Members:

Daniel Murphy (Chair), Steve Ferrario (Vice Chair), Mary Burns, Sue Cauthen,
Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey,
Bruce Oka, Cesar Perez, Norman Rolfe, Dorris Vincent, and Daniel Weaver
(2 Vacancies)

Committees:

Engineering, Maintenance & Safety (EMSC)

Daniel Weaver (Chair), Steve Ferrario, and Bruce Oka

Finance & Administration (FAC)

Daniel Murphy (Chair), Emily Drennen, Griffith Humphrey, and Bruce Oka

Operations & Customer Service Committee (OCSC)

Joan Downey (Chair), Mary F. Burns, Sue Cauthen, Daniel Murphy, and Norman Rolfe

Planning & Marketing Committee (PMC)

Bruce Oka (Chair), Emily Drennen, Norman Rolfe, and Dorris Vincent

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**City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)**

AGENDA

**Notice of Regular Meeting and Agenda
for**

**Thursday, June 8, 2006 at 5:30 p.m.
1 South Van Ness Avenue, Conference Room 3074
San Francisco, California**

Item #	Item	Estimated Time
1.	Call to Order/Roll Call	5:30
2.	Adopt Minutes of March 2, 2006 [Attachment] (Discussion/Action)	5:33
3.	Public Comment - Concerning any issue within the jurisdiction of the Council not on the agenda.	5:35
4.	Report of the Chair (Discussion) Daniel Murphy (MTA CAC Chair)	5:40
5.	Staff Report (Discussion) Janet Michaelson (MTA CAC Staff Liaison)	5:45
Staff-Initiated Items		
6.	Youth Muni Survey (Discussion/Action) David and Student Interns from the Department of Public Health – Children's Environmental Health Promotion Program	5:55
7.	Overhead Wire Replacement – Update (Discussion/Action) Lisa Chow	6:10
8.	BRT – Geary (Discussion/Action) Tilly Chang Transportation Auth	6:35
Council-Initiated Items		
9.	Recommendation from a CAC Committee (Discussion/Action) Planning & Marketing Committee (PMC) Motion 0320061.01: WHEREAS the Geary Boulevard corridor currently carries between 50,000 to 100,000 transit riders for each weekday; and WHEREAS the San Francisco Transportation Authority (TA) is currently conducting a preliminary feasibility study examining the development of Bus Rapid Transit (BRT) on Geary Boulevard, and	7:05

	WHEREAS the proper time to examine all the available options for improving this corridor is at the preliminary feasibility study stage; THEREFORE BE IT RESOLVED that the MTA CAC strongly urges the MTA and the TA to add a light-rail alternative to the current Geary Boulevard BRT study, and THEREFORE BE IT FURTHER RESOLVED that the MTA CAC urges the MTA and the TA to conduct a full life cycle analysis for the Geary Rapid Transit over a 50 year horizon study, and THEREFORE BE IT FURTHER RESOLVED that the MTA CAC urges the MTA and the TA to adhere fully to the City's "Complete Streets" law by providing adequate bicycle access along Geary Boulevard; and THEREFORE BE IT FURTHER RESOLVED that the MTA CAC urges the MTA and the TA to critically examine the Central Subway project to determine whether this project could be altered for reduced project costs, with the extra federal funding to be used by a Geary project, or if the Central Subway project could be re-envisioned to incorporate the Geary corridor.	
10.	Recommendation from a CAC Committee (Discussion/Action) Operations & Customer Service Committee (OCSC) Motion 032706L.02: The MTA CAC recommends that the MTA consider increasing the commission to a level that would provide an incentive to the vendor.	7:10
11.	Withdrawal of Recommendation that was previously passed by the CAC (Discussion/Action) Motion 021606.11: The MTA CAC recommends that walk-in citation and RPP wait time include the average of the top 5% of wait times Note: Per April 17, 2006 presentation by Joy Houlihan, Director - MTA/DPT Citation/RPP Division	7:15
12.	Committee Reports	7:20
13.	Agenda planning for July 6, 2006 meeting. Tentatively Scheduled Next Regular Meeting: Thursday, July 6, 2006, 5:30pm, 1 South Van Ness Avenue, Conference Room 3074	7:25
14.	Adjournment	7:30

Attachments:

Agenda Item #2

Attachment – Minutes from March 2, 2006 meeting

NOTES:

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**City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (MTA CAC)**

**FINAL MINUTES
of
Regular Meeting**

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**Thursday, June 8, 2006 at 5:30 p.m.
1 South Van Ness Avenue, Conference Room 3074
San Francisco, California**

1. **Call to Order / Roll Call** (Agenda Item 1). The regular meeting of the Municipal Transportation Agency Citizens' Advisory Council (MTA CAC) was called to order at 5:33 p.m., Thursday, June 8, 2006. Daniel Murphy (chair) presided. A quorum was present including the following:

MTA CAC Members Present at Roll Call: Daniel Murphy (Chair), Steve Ferrario (Vice Chair), Art Cimento, Joan Downey, Griffith Humphrey, Bruce Oka, Norman Rolfe, Dorris Vincent, and Daniel Weaver.

MTA CAC Members absent at Roll Call: Emily Drennen (arrived at 5:36 p.m., departed at 6:35 p.m.)

MTA CAC Absent: Mary Burns, Sue Cauthen, and Cesar Perez.

MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) Present: Janet Michaelson (MTA CAC Liaison), Debra Reed (MTA CAC Secretary), Lisa Chow (Project Manager, Construction), John Katz (Sr. Project Planner, construction), Romando Lucchesi (Inspector – Resident Engineer, Construction), Gilbert Montoya (Assist Deputy General Manager - Operations), Peter Straus (Planning).

San Francisco County Transportation Authority: Julie Kirschbaum, Sr. Transportation Planner and Geary Bus Rapid Transit Project Manager

Community Representatives Present: Joseph Walseth, Karen Cohn, David Lo and Student Interns from the Department of Public Health – Children's Environmental Health Promotion Program

2. **Adopt the MTA CAC Minutes of March and May, 2006:**

Motion to adopt the MTA CAC minutes for February 2006 by Dorris Vincent with corrections.

2nd by Joan Downey



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CAC passed unanimously (Ayes - Murphy (Chair), Ferrario (Vice Chair), Cimento, Downey, Drennen, Humphrey, Oka, Rolfe, Vincent, and Weaver).

3. Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:

None

4. Report of the Chair: Daniel Murphy (MTA CAC Chair)

The CAC observed a moment of silence on behalf of fellow CAC member Mary Burns who was absent, attending her father's funeral.

Nathaniel P. Ford, Sr., Executive Director, has asked staff to expedite responses to CAC recommendations.

Mr. Murphy opened the floor to CAC questions:

Steve Ferrario had some items for discussions among the CAC subcommittees:

Fare Structures, specifically Cable Car fares since they are a flat \$5 (Transfers are currently not accepted). Mr. Murphy assigned this item to FAC.

Proof of Payment versus backdoor boarding is still a problem. Mr. Murphy assigned this item to FAC.

There were no bus service running along the Army Street/Cesar Chavez Street corridor that would connect the **J** Church line to the new **T** Third line. Mr. Murphy assigned this item to PMC.

Distracting activities, such as use of cell phones, while operating transit vehicles. Item would be agendized for the EMSC.

Drivers have been boarding passengers while in street lanes instead pulling over to designated bus zones. Mr. Murphy assigned this item to PMC.

What is the legislation regarding smoking at bus shelters and what would it include?
Information request #060608.01

A need to step-up cleaning efforts on buses and Breda cars. Also noted was an increase of broken windows. Mr. Murphy assigned this item to EMSC.

Dorris Vincent:

The ATT Ballpark had requested to use UC's underutilized parking lot since they would be loosing Lot B (1500 parking spaces). Ms. Vincent would like to invite ATT Ballpark representatives to discuss the impact of 1500 ballpark cars on the Bayview Hunter's Point community. Mr. Murphy assigned this item to PMC.

Ms. Vincent announced that she wanted to reinstate her role as a panel member on the PMC.

Dan Weaver:

Would like to invite the head of DPT enforcement to explore why sidewalk parking remains a problem. Ms. Downey replied that DPT's Commander Sylvia Harper would be the guest speaker at the June 19th OCSC meeting at 3:00 p.m. Janet Michaelson (MTA Liaison) suggested also inviting staff from Budget to address funding for additional vehicles and staff.

Norman Rolfe:

Requested a list of Hotel Vitale payments to Muni along with dates and amounts paid. Mr. Murphy assigned this item to FAC.

Joan Downey:

Ms. Downey observed an increase in hostile incidents on buses. What would be the role of POP cops and SFPD? Information request #060608.02

5. Staff Report: Janet Michaelson

Ms. Michaelson distributed and reviewed the staff report. Ms. Michaelson also distributed copies of the new Bicycle Guide. On June 1, 2006, representatives from Daimler Chrysler along with their executives from Germany showcased their new Hybrid bus at the stairs of City Hall. Steve Ferrario, Norman Rolfe and Bruce Oka enjoyed bus ride demonstrations. Mr. Oka added that one of the Muni Accessibility Advisory Committee members had some complications maneuvering due to the large size of his particular wheelchair.

Staff-Initiated Items

6. Youth Muni Survey: Joseph Walseth, Karen Cohn, David Lo and Student Interns from the Department of Public Health – Children's Environmental Health Promotion Program

Windy Tong and Betty Chow, both student interns at Youths Civic Engagement Project (YCEP), presented a slide presentation based on findings from a student survey. 433 fellow students, ages 13 to 19 years participated in a March 2006 citywide survey conducted by YCEP. Findings were:

Safety and Violence – 71% of students have seen violence while riding Muni, often during crowding on buses after school. Students recommend that Muni work with SFPD to identify problematic bus lines for solutions. Also recommended was training to bus drivers to handle violence, or that Muni should provide marshals to insure passenger safety.

System Gap of Youth Inclusion – Muni did not have a youth culture that considered or included student needs in the policy and decision making process. Students recommended surveys for individuals under age 18. Students also recommended that a dialog be established by means of a youth serving on the Citizen Advisory Committee.

Servicing and Scheduling – Students wanted an increase in bus service before and after school hours to avoid crowding and tardiness. Students recommended the BRT idea be extended into other areas of the city. Students also wanted BART access during school days.

Responses, Questions and Comments from the MTA CAC:

Daniel Murphy:

The MTA CAC had in fact been pushing for several years to get BART access expanded to include seniors, disabled and youth.

Traditional evening commute time starts at 5:00 p.m., however there is the school rush hour 3:00 p.m. to 5:00 p.m. Muni had been working on its Transit Effectiveness Project to look at service design throughout the entire city, including commute hour issues.

Steve Ferrario:

Mr. Ferrario recommended that the students should present the slide presentation to the MTA Board of Directors. David Lo (YCEP) said that the students would be graduating, but Karen Cohn said that if the youth were available they would bring the presentation before the MTA Board.

The Geary Street CAC for BRT had a youth member, but he resigned after graduating from school. However Mr. Murphy pointed out that the MTA CAC was a chartered commission and all chartered commissioners must be registered to vote. Mr. Murphy would inquire of the Mayor for the possibility of appointing a non-voting member. All Chartered committee meetings were opened to the public and to youth as part of the public.

Dorris Vincent asked about the age range involved in violence. Ms. Vincent had observed youth on youth violence and particularly on crowded buses. Student intern Cheyenne concurred that youth on youth violence was noted between ages 15 to 17 years of age.

Joan Downey:

Ms. Downey asked did the survey distinguish violence at bus stops from violence on buses. Her neighbor reported that a bus stop in the Lowell High School area was a regular target for robberies. Student response: The survey focused on bus rides, and not violence at bus stops while waiting for transit.

Regarding operator training in the cases of violence, the drivers' role would not include mitigating incidences on buses. Their job would be to call for assistance from SFPD. Ms. Vincent added that once the SFPD is called, the bus must wait until the SFPD arrives. Student response: Perhaps more POP cops could be on buses.

Ms. Downey asked if BRT presentations were to be made at schools, would students rally to push to support BRT? Student response: A student previously made a BRT presentation at Washington High School. However BRT only involved Geary Boulevard and Van Ness Avenue. Lincoln and Lowell high schools were not included. Ms. Downey responded that BRT was a substitute for streetcar service, which was already serving areas near Lincoln and Lowell schools. Ms. Downey pointed out that students showing support for BRT and other projects would make a real impact. Mr. Murphy suggested organizations, such as Rescue Muni, might be a positive sounding board for youth.

Peter Straus – MTA Planning:

Regarding Muni surveys for youth, legal issues prevent Muni from distributing surveys to minors.

The MTA CAC along with Peter Straus from MTA Planning all felt that the YCEP student interns did a superb job and hope that the youth would be available to make their presentation before the MTA Board of Directors. Both the Youth Muni survey and the presentation were significantly enlightening.

7. **Overhead Wire Replacement – Update:** Lisa Chow (Project Manager, Construction), John Katz (Sr. Project Planner, construction), Romando Lucchesi (Inspector – Resident Engineer, Construction), and Gilbert Montoya (Assist Deputy General Manager – Operations)

Overview – Project Scope and Limits of Work handout was distributed. Ms. Chow reviewed the progress of the Overhead Wire Replacement project. Mr. Katz reviewed train pattern changes and bus substitution plans during the project.

Questions and Comments from the CAC:

Steve Ferrario asked when will sector 1 be completed? Response: The scheduled finish date was January 15, 2007. The work was already 45% completed with new contact wires and hangers already in service, both outbound and inbound, from Embarcadero to Civic Center.

Dorris Vincent asked would operators on deadheading be given instructions to pickup waving passengers? Response: Muni's policy is to pick up waving passengers when possible during deadheading.

Joan Downey:

What is the weekend schedule? Response: Saturday and Sunday are regular weekend train service.

Ms. Downey requested that the Sector 2 phase of the project be brought before the PMC in a timely manner for input from the MTA CAC.

8. **BRT – Geary:** Julie Kirschbaum, Sr. Transportation Planner and Geary Bus Rapid Transit Project Manager

Ms. Kirschbaum distributed the BRT Newsletters for Winter 2006, and Fall 2005, which included the survey "Geary Corridor Bus Rapid Transit (BRT) Study." Ms. Kirschbaum also reviewed a slide presentation that was presented before the Marketing and the Planning groups.

Regarding MTA CAC recommendation (see item 9) at the request of the Citizens Advisory committee, the TA is analyzing the costs and construction impacts of 2 rail-ready alternatives. The MTA had put together a memo that documents, turning radii needs, dynamic envelope, and a variety of other needs for light rail. In October 2006, consideration would be given to a much more extensive upfront investment into light rail, such as, the cost to move the utilities, the laying of the concrete sub-base and rail, etc. Also during October's meeting would be presented a 20/25 or a 20/30 evaluation. The 2 alternatives for consideration would be full-surface light rail (similar to the BRT service), and the other alternative would be a combination of both subway and surface light rail beginning at Gough Street. There would also be a research project looking at other cities,

their peak capacities, etc. At the conclusion of the BRT study, before the EIR phase, there would be a focus on a policy document addressing how to get to a second phase light rail, since there currently were no resources in the 30-year expenditure plan.

Ms. Kirschbaum announced that there was a survey available on the web for public feedback and comments. During June and July 2006 patrons at bus stops would be surveyed, to discern their priorities, along with the opportunity to inform the public about the project. Also as of July 27, 2006 the TA would have modeling of results and be able to report on traffic diversion, level of service, as well as transit travel timesavings. There would also be final-series public workshops during the month of September 2006.

Mr. Murphy directed the MTA CAC to agenda item 9 on Motion 032006.01.

Questions and Comments from the CAC

Art Cimento:

What were the financial benefits of the project? Response: Significant savings in travel time would allow reinvestment in the Geary corridor as well as possibly in other corridors, i.e., 30% faster service would result in operating service with fewer buses and/or invest in more service. Also hours of operation for BRT as a limited type service would become uniform throughout all BRT corridors, such as, Geary, L Taraval, etc.

With \$200 million, could more buses be added to the route? Response: \$200 million for BRT would be a short-term bandage on Geary, because the alternative of new buses and new service could be purchased. However, the two funding sources for capital investment were NOT interchangeable for operations.

Are there plans as part of this process to do an economic impact study of the project? It is possible that as part of Proposition I, the City is required to perform an economic impact study for any new legislation. Response: As part of the EIR, details would be collected on some of the social economic impact related to the project.

Dan Weaver asked would Diesel buses continue to be used in BRT? Response: That decision had not been made as it is outside the scope of this particular conceptual study. Peter Straus added that the MTA was committed to moving away from straight diesel as technology progresses. The Agency had accepted delivery of Diesel electric hybrids. MTA had changed focus towards other options, such as, fully alternative fuel, zero emission vehicles, and when available, fuel cell technology. Dan Murphy also added that California Air Resources Resource Board would no longer allow purchases of straight diesel buses.

Norman Rolfe asked had merchants posed as opponents to the BRT project? Response: Merchants had accused BRT of being the light rail project that would remove hundreds of parking spaces. However the support of Richmond residents, transit riders, as well as, citywide patrons outnumbered the merchants.

Dan Murphy asked were residents concerned about construction, service or parking impact? Response: There were concerns in all three areas, however, construction stood out as the strongest concern.

Steve Ferrario expressed that based on the presentation that BRT was a waste of lot of construction, time, effort, and a waste of lot of money. Los Angeles had a system on Western Avenue using BRT buses that provided better service without all the construction. Mr. Ferrario added that once the residents experience all the construction from the short fix BRT, they would unlikely be agreeable to another construction project for light rail. If these new BRT buses were equipped to work with priority signals that were already in place along Geary Street, a significantly reduction in travel time would be realized without spending all the money on bus bulbs, trees, etc. Mr. Ferrario recommended adding nicer buses as a fix for now and saving the construction work for the light rail project.

Council-Initiated Items

9. Recommendation from a CAC Committee – Planning & Marketing Committee (PMC):

Motion 032006.01: WHEREAS the Geary Boulevard corridor currently carries between 50,000 to 100,000 transit riders each weekday; and

WHEREAS the San Francisco County Transportation Authority (SFCTA) is currently conducting a preliminary feasibility study examining the development of Bus Rapid Transit (BRT) on Geary Boulevard; and

WHEREAS the proper time to examine all the available options for improving this corridor is at the preliminary feasibility study stage;

THEREFORE BE IT RESOLVED that the MTA CAC strongly urges the MTA and the SFCTA to add a light-rail alternative to the current Geary Boulevard BRT study; and

THEREFORE BE IT FURTHER RESOLVED that the MTA CAC urges the MTA and the SFCTA to conduct a full life cycle analysis for the Geary Rapid Transit over a 50 year horizon study; and

THEREFORE BE IT FURTHER RESOLVED that the MTA CAC urges the MTA and the SFCTA to adhere fully to the City's "Complete Streets" law by providing adequate bicycle access along the Geary corridor.

Moved by Norman Rolfe

2nd by Dorris Vincent

CAC passed unanimously (Ayes - Murphy (Chair), Ferrario (Vice Chair), Cimento, Downey, Humphrey, Oka, Rolfe, Vincent, and Weaver).

Emily Drennen departed before the vote.

10. Recommendation from a CAC Committee – Operations & Customer Service Committee (OCSC)

Motion 032706.02: The MTA CAC recommends that the MTA consider increasing the commission to a level that would provide an incentive to vendors to sell fast passes and parking meter cards.

Municipal Transportation Agency
Citizens' Advisory Council
FINAL Minutes of Regular Meeting
Thursday, June 8, 2006

CAC passed unanimously (Ayes - Murphy (Chair), Ferrario (Vice Chair), Cimento, Downey, Humphrey, Oka, Rolfe, Vincent, and Weaver).

Emily Drennen had departed before the vote.

11. Withdrawal of Recommendation that was previously passed by the CAC

Motion 021606.11: The MTA CAC recommends that walk-in citation and RPP wait time include the average of the top 5% of wait times

CAC unanimously passed the withdrawal of Motion 021606.11 (Ayes - Murphy (Chair), Ferrario (Vice Chair), Cimento, Downey, Humphrey, Oka, Rolfe, Vincent, and Weaver).

Emily Drennen departed before the vote.

12. Committee Reports:

EMSC: Dan Weaver announced that the committee was going on a site tour of SF-Go on June 14, 2006.

13. Agenda Planning for July's Meeting:

Mr. Murphy asked that members forward suggested agenda topics to him for July's meeting.

14. Adjournment: 7:55 p.m.

Attachments:

Agenda Item 2 –

MTA CAC minutes for March and May 2006

Agenda Item 5 –

Staff Report for June 2006

Bicycle Guide – SFMTA 2006

From Nathaniel P. Ford, Sr.:

Transit Effectiveness Project update, April 14, 2006

MTA Staff responses to MTA CAC recommendations letter, May 8, 2006

MTA Staff responses to MTA CAC recommendations letter, June 7, 2006

Agenda Item 6 –

Youth Civic Engagement Project (YCEP): Opinion Survey on Muni, March/April 2006

Agenda Item 7 –

Overview – Project Scope and Limits of Work handout

Agenda Item 8 –

BRT Newsletter – Winter 2006

BRT Newsletter – Fall 2005, which included the survey "Geary Corridor Bus Rapid Transit (BRT) Study."

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**City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)**

**Notice of Regular Meeting and Agenda
for
Thursday, July 6, 2006 at 5:30 p.m.
1 South Van Ness Avenue, Conference Room 3074
San Francisco, California**

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Members:

Daniel Murphy (Chair), Steve Ferrario (Vice Chair), Mary Burns, Sue Cauthen,
Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey,
Bruce Oka, Cesar Perez, Norman Rolfe, Dorris Vincent, and Daniel Weaver
(2 Vacancies)

Committees:

Engineering, Maintenance & Safety (EMSC)
Daniel Weaver (Chair), Steve Ferrario, and Bruce Oka

Finance & Administration (FAC)
Daniel Murphy (Chair), Emily Drennen, Griffith Humphrey, and Bruce Oka

Operations & Customer Service Committee (OCSC)
Joan Downey (Chair), Mary F. Burns, Sue Cauthen, Daniel Murphy, and Norman Rolfe

Planning & Marketing Committee (PMC)
Bruce Oka (Chair), Emily Drennen, Norman Rolfe, and Dorris Vincent

The MTA CAC may be contacted as follows:
Municipal Transportation Agency Citizens' Advisory Council
1 South Van Ness Avenue, 7th Floor – San Francisco, CA 94103-5417
Phone (415) 701-4666 FAX (415) 701-4502

City & County of San Francisco

**Municipal Transportation Agency
Citizens' Advisory Council (CAC)**

AGENDA
Notice of Regular Meeting and Agenda
for
Thursday, July 6, 2006 at 5:30 p.m.
1 South Van Ness Avenue, Conference Room 3074
San Francisco, California

Item #	Item	Estimated Time
1.	Call to Order/Roll Call	5:30
2.	Adopt Minutes of June 8, 2006 [Attachment] (Discussion/Action)	5:33
3.	Public Comment - Concerning any issue within the jurisdiction of the Council not on the agenda.	5:35
4.	Report of the Chair (Discussion) Daniel Murphy (MTA CAC Chair)	5:40
5.	Election of the Chair (Discussion/Action)	5:45
6.	Election of the Vice Chair	5:50
7.	Staff Report (Discussion) Janet Michaelson (MTA CAC Staff Liaison)	5:55
Staff-Initiated Items		
8.	Transportation Technology Update (Discussion/Action) Debra Denison	6:00
9.	19th Avenue/Park Presidio Corridor Plan (Discussion/Action) Kevin Keck	6:25
Council-Initiated Items		
10.	Committee Reports	6:50
	Recommendation from a CAC Committee (Discussion/Action) Engineering, Maintenance and Safety Committee (EMSC)	
11.	Motion 061406.01: The MTA CAC recommends that the MTA Board develop a decision-making protocol for SF-Go and Muni Central Control operations and to coordinate with the City and County of San Francisco emergency response protocols; and identify staff empowered to make decisions about dynamic integrated responses to adverse traffic and transit conditions identified with the use of MTA's new information infrastructure. The MTA CAC further recommends that the MTA relocate and integrate Muni Central Control and SF-Go at the MTA Headquarters at One South Van Ness Avenue to facilitate integration of operations	7:00
	Recommendation from a CAC Committee (Discussion/Action) Engineering, Maintenance and Safety Committee (EMSC)	
12.	Motion 061406.02: The MTA CAC recommends that the Conceptual Engineering Report proposed for the Eureka Portals area be undertaken as quickly as feasible. The structural integration of the subway, where the Twin Peaks Tunnel joins with the Market Street Subway, should be evaluated as part of this Conceptual Engineering Report.	7:05
	Recommendation from a CAC Committee (Discussion/Action) Planning & Marketing Committee (PMC)	
	Motion 061906.03: WHEREAS, an average of three pedestrians are injured each	

day and more than one pedestrian is killed every other week in San Francisco; and

WHEREAS, 300 of San Francisco's signalized intersections that do not have pedestrian signals include many of the most dangerous intersections for pedestrians, including Van Ness Avenue and 19th Avenue; and

13. WHEREAS, MTA staff has estimated that it would cost \$21 million to install pedestrian countdown signals at all of the signalized intersections that do not currently have pedestrian signals (300 intersections at approximately \$70,000 per intersection), 7:10

THEREFORE BE IT RESOLVED that the MTA CAC strongly urges the MTA and the San Francisco County Transportation Authority to fully fund the installation of pedestrian countdown signals across the city within two years, as opposed to over a ten-year period as it stands now.

14. **Council Members' Questions and Comments** 7:15
Agenda planning for the Next Regular Meeting Tentatively Scheduled :
 15. Thursday, August 3, 2006, 5:30pm, 1 South Van Ness Avenue, Conference Room 3074 7:20
 16. **Regular Meeting Date for the MTA CAC (Discussion/Action)** 7:25
 17. **Adjournment** 7:30

Attachments:

Agenda Item #2

Attachment – Minutes from June 8, 2006 meeting

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Lobbyist Ordinance

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**City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (MTA CAC)**

**FINAL MINUTES
of
Regular Meeting**

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**Thursday, July 6, 2006 at 5:30 p.m.
1 South Van Ness Avenue, Conference Room 3074
San Francisco, California**

1. **Call to Order / Roll Call** (Agenda Item 1). The regular meeting of the Municipal Transportation Agency Citizens' Advisory Council (MTA CAC) was called to order at 5:34 p.m., Thursday, July 6, 2006. Daniel Murphy (chair) presided. A quorum was present including the following:

MTA CAC Members Present at Roll Call: Daniel Murphy (Chair), Steve Ferrario (Vice Chair), Sue Cauthen, Art Cimento, Joan Downey, Griffith Humphrey, Cesar Perez, Norman Rolfe, and Daniel Weaver.

MTA CAC Members absent at Roll Call: Bruce Oka (arrived at 5:44 p.m.)

MTA CAC Absent: Mary Burns, Emily Drennen, and Dorris Vincent.

MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) Present: Kevin Keck, (Transit Planner), Deborah W. Denison (CIO IT Director), Janet Michaelson (MTA CAC - Liaison), and Debra Reed (MTA CAC Secretary).

Community Representatives Present: Jamison Wieser, and Edward Mason

2. **Adopt the MTA CAC Minutes of June 8, 2006:**

Motion to adopt the MTA CAC minutes for June 2006 by Norman Rolfe.

2nd by Bruce Oka

CAC passed unanimously (Ayes - Murphy (Chair), Ferrario (Vice Chair), Cauthen, Cimento, Downey, Humphrey, Oka, Perez, Rolfe, and Weaver.

3. **Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:**

None

4. **Report of the Chair:** Daniel Murphy (MTA CAC Chair)

Transit Effectiveness Project (TEP)



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Many of the MTA CAC members were already serving as members of the newly established TEP CAC panel through other organizations, such as S.F. Tomorrow. Of the two seats reserved specifically for the MTA CAC, Mr. Murphy had assumed one of the seats with other remaining for another CAC member to join. Interested members can contact Mr. Murphy.

Mr. Murphy, also serving on the Policy Advisory Council, would be giving the MTA CAC a report on Policy Advisory meeting scheduled for the 2nd week of July 2006.

5. Election of the Chair:

Norman Rolfe nominated Daniel Murphy as Chairperson for the CAC. 2nd by Steve Ferrario.

Since there were no other nominations, Sue Cauthen moved to close the nominations for chairperson. 2nd by Griffith Humphrey.

Ayes to close nominations – Murphy, Ferrario, Cauthen, Cimento, Downey, Humphrey, Oka, Perez, Rolfe, and Weaver.

Nays - None

Daniel Murphy for chairperson. Ayes – Murphy, Ferrario, Cauthen, Cimento, Downey, Humphrey, Oka, Perez, Rolfe, and Weaver.

Nays - None

6. Election of the Vice Chair:

Griffith Humphrey nominated Steve Ferrario as Vice Chairperson for the CAC. 2nd by Cesar Perez.

Since there were no other nominations, Dan Weaver moved to close the nominations for chairperson. 2nd by Norman Rolfe.

Ayes to close nominations – Murphy, Ferrario, Cauthen, Cimento, Downey, Humphrey, Oka, Perez, Rolfe, and Weaver.

Nays - None

Steve Ferrario for vice chairperson. Ayes – Murphy, Ferrario, Cauthen, Cimento, Downey, Humphrey, Oka, Perez, Rolfe, and Weaver.

Nays - None

7. Staff Report: Janet Michaelson

Ms. Michaelson distributed and reviewed that staff report. CAC Information Requests with responses from MTA Staff was also distributed.

Comment from the CAC:

The result of Joan Downey's information request regarding the bus stop on Lincoln Way at 9th Avenue was that the stop was too short to accommodate weekend service's 60-foot buses. Mr. Murphy assigned this item for further discussion/action to the PMC.

Staff-Initiated Items

8. Transportation Technology Update (Discussion/Action) Debra Denison

The MTA CAC had been on site tours for both Muni Central Control and DPT's SF-Go Center. The CAC was interested in how SF-Go technology would be integrated into the MTA's

information infrastructure. Ms. Denison distributed and discussed both the PowerPoint presentation **Transportation Technology Update** dated July 6, 2006 along with the handout Transportation Technology Update dated July 2006.

Questions and Comments from the CAC

Steve Ferrario:

How would a person use a parking card? Response: Cards can be purchased in \$25 and \$50 dollar increments at City Hall. The cards are inserted in the Parking Meters and are debited in \$.25 increments.

Was the Alcatel monitor discontinued? Response: No, it was out of service for repairs, but as of July 12, it was back in service.

Joan Downey:

Had PSRs been implemented with Trapeze? Response: Complaint tracking should be implemented with Trapeze during 2006.

Would customers be able to file complaints and commendations using 311? Response: 311 will be San Francisco's call center for all City departments, including Muni. Complex calls would be transferred to the correct department for further processing. When calls are transferred, a live voice remains on the line with the caller.

Had all the buses and trolleys been equipped with GPS for the NextBus map? Response: NextBus, Inc. is a subsidiary of Grey Island Systems. Currently the project provides real-time based information services on the Muni Metro and 22 Fillmore Lines, 24 & 33 Trolley Lines and F-Line historic vehicles. The transponders on some of the Trolley coaches have had intermittent problems, which are currently being addressed by the manufacturer.

Bruce Oka – Could the Smart Card be used on BART within San Francisco city limits at no extra cost? Response: The fare issue is an item under discussion between Muni and BART.

Art Cimento – Asked about the development process in utilizing the system's capabilities, and who would be the individual responsible for modifying business practices around new applications? Response: Kylie Grenier is the IT Program Manager. Ms. Grenier chairs the MTA Application Integration Project Team with members from both the business side and the IT side; that meet at least once a month to discuss integration issues, integration opportunities, etc.

Daniel Murphy – asked had there been any consideration given to integrating functions of Central Control with DPT's control and dispatch system centralized into SFGO's one location, in order for the different levels to talk to each other. Response: SFGO was conceived before the merger of Muni with DPT. Currently there is an RFP in the works to look at the operations of SFGO and Central Control.

9. 19th Avenue/Park Presidio Corridor Plan (Discussion/Action) Kevin Keck

The MTA and San Francisco County Transportation Authority (TA) had been working together on this plan. Because of pedestrian safety issues at 19th Avenue, the MTA was

seeking to improve safety by implementing measures to slow down traffic, concurrently improve the areas around the existing bus stops and improve transit performance. As a Caltrans facility, Caltrans must approve plans and ideas for 19th Avenue. Caltrans district 4 encroachment staff from Sacramento had rejected two bus bulb demonstration projects that MTA had proposed, citing that the tire marks on Van Ness Avenue's corner bulbs were evidence of vehicular clearance problems that might be expected on 19th Avenue. While Caltrans has been working to integrate a new sense of "Context Sensitive Design" flexibility in new design efforts, they felt that the City's proposal to use landscaping and trees, which had proven successful in slowing down traffic in other locations, was inappropriate for 19th Avenue. District 4 staffers were sympathetic to our local efforts. They suggested that a broader approach be taken involving the community and taking the issue to a higher level for negotiations within Caltrans. This effort would likely entail a transfer of some of the potential liability for the proposed changes from Caltrans to the City.

The TA has taken the lead on the next corridor improvement effort and has expanded their scope to include Park Presidio. This project would start by integrating some of the data that City staff had already collected in support of our previously unsuccessful efforts. This data included occupancy surveys and bus ride cause of delays studies, and an analysis of dedicated transit lanes.

The TA has held two well-attended public informational meetings. Nelson Nygaard, Fehr & Peers, and David Parisi (PE) have been retained by the TA to provide support in this corridor effort.

While the MTA's initial 19th Avenue bulb "pilot study" was unsuccessful, the TA has been working closely with Caltrans' plans to update 60-year-old signals. TA requested that the new signals include Transit Priority Infra Red detectors to accommodate a planned transit priority system for buses operating along 19th Avenue.

Questions and Comments from the CAC

Daniel Murphy:

Cars parked partly on sidewalks supposedly to avoid getting sideswiped. Had there been any consideration given to an engineering solution that would encourage cars to park on the street clearing the sidewalks for pedestrian passage? Response: Sidewalk parking had not been considered in the corridor plan.

How would the median be widened? Response: Any plans, whether landscaping, trees, or whatever, would be within the curb lines already established.

Daniel Weaver – Can the City plant trees along 19th Avenue's sidewalks, which may keep cars off the sidewalk? Response: Yes, if they meet Caltrans distance criteria.

Joan Downey – If DPT ticketed sidewalk-parking violations, perhaps traffic would slow down to avoid sideswipe collisions. Sue Cauthen asked if sideswipe collisions were a real problem. Response: Perhaps the sideswipe problem may be bigger than reported and there may be those drivers that do not want to involve their insurances for such claims. DPT determines the areas of sidewalk enforcement.

Sue Cauthen – Would the speed limit be changed? Response: There had been no consideration to changing the 35 MPH limit.

Council-Initiated Items

10. Committee Reports:

See items #11, #12, and #13.

11. Recommendation from a CAC Committee (Discussion/Action) Engineering, Maintenance and Safety Committee (EMSC)

Motion 061406.01: The MTA CAC recommends that the MTA Board develop a decision-making protocol for SF-Go and Muni Central Control operations and to coordinate with the City and County of San Francisco emergency response protocols; and identify staff empowered to make decisions about dynamic integrated responses to adverse traffic and transit conditions identified with the use of MTA's new information infrastructure. The MTA CAC further recommends that the MTA relocate and integrate Muni Central Control and SF-Go at the MTA Headquarters at One South Van Ness Avenue to facilitate integration of operations.

Comments and Questions from the CAC

After the MTA purchases the property, SF-Go would be moving to One South Van Ness Avenue. In view of Central Control needing to upgrade old equipment, the MTA CAC is suggesting to merge both departments together during the upgrade. Debra Denison also mentioned hiring consultants towards that direction. Recommendation 061406.01 focuses on the upgrade and merger of the departments at One South Van Ness Avenue.

CAC passed unanimously (Ayes - Murphy (Chair), Ferrario (Vice Chair), Cauthen, Cimento, Downey, Humphrey, Oka, Perez, Rolfe, and Weaver.

12. Recommendation from a CAC Committee (Discussion/Action) Engineering, Maintenance and Safety Committee (EMSC)

Motion 061406.02: The MTA CAC recommends that the Conceptual Engineering Report proposed for the Eureka Portals area be undertaken as quickly as feasible. The structural integration of the subway, where the Twin Peaks Tunnel joins with the Market Street Subway, should be evaluated as part of this Conceptual Engineering Report.

Comments and Questions from the CAC

In a previous study, significant engineering problems were discovered where the Market Street subway and the Twin Peaks tunnels meet. Money seems to be available in the 2006 Fiscal budget.

CAC passed unanimously (Ayes - Murphy (Chair), Ferrario (Vice Chair), Cauthen, Cimento, Downey, Humphrey, Oka, Perez, Rolfe, and Weaver.

13. Recommendation from a CAC Committee (Discussion/Action) Planning and Marketing Committee (PMC)

Motion 061906.03: WHEREAS, an average of three pedestrians are injured each day and more than one pedestrian is killed every other week in San Francisco; and
WHEREAS, it has been found that countdown signals were effective at preventing injuries; and

WHEREAS, 300 of San Francisco's signalized intersections that do not have pedestrian signals include many of the most dangerous intersections for pedestrians, including intersections along Van Ness Avenue and 19th Avenue; and

WHEREAS, MTA staff has estimated that it would cost \$21 million to install pedestrian countdown signals at all of the signalized intersections that do not currently have pedestrian signals (300 intersections at approximately \$70,000 per intersection),

THEREFORE BE IT RESOLVED that the MTA CAC strongly urges the MTA and the San Francisco County Transportation Authority to fully fund the installation of pedestrian countdown signals across the city within two years, as opposed to over a ten-year period as it stands now.

CAC passed unanimously (Ayes - Murphy (Chair), Ferrario (Vice Chair), Cauthen, Cimento, Downey, Humphrey, Oka, Perez, Rolfe, and Weaver.

14. Council Members' Questions and Comments

Sue Cauthen – A complaint was filed that the MTA was lax following rules in responding to a particular request for information regarding the use of bicycles on LRVs. The result was that the MTA would revise its policy on handling information requests for public documents.

Norman Rolfe felt that the MTA CAC should have some input on the Pedestrian Master Plan. Mr. Murphy assigned this item to PMC, and to be presented to the MTA CAC.

Bruce Oka reported that buses were rerouted away from the 4th of July celebration by 3 blocks, imposing a hardship on disabled and senior patrons who wanted to attend the event. 19 Polk, 47 Van Ness, and 10 Townsend were among the lines that were rerouted.

Joan Downey was still waiting for a response to her information request regarding signage at Forrest Hill Metro Station. Debra Reed, MTA CAC Secretary, will investigate.

15. Agenda planning for the Next Regular Meeting Tentatively Scheduled:

Thursday, August 3, 2006, 5:30 p.m., 1 South Van Ness Avenue,
Conference Room 3074

- ♦ Translink
- ♦ Service Planning for the T-line

16. Regular Meeting Date for the MTA CAC (Discussion/Action)

Sue Cauthen was interested in changing from first Thursdays as MTA CAC's monthly meeting date. CAC members will E-mail their availability to Debra Reed, MTA CAC Secretary.

Municipal Transportation Agency
Citizens' Advisory Council
FINAL Minutes of Regular Meeting
Thursday, July 6, 2006

17. **Adjournment:** 7:35 p.m.

Attachments:

Agenda Item 2 –

MTA CAC minutes for June 2006

Agenda Item 7 –

July Staff Report

CAC Information Requests with responses from MTA Staff

Agenda Item 8–

PowerPoint presentation Transportation Technology Update dated July 6, 2006, and

Handout Transportation Technology Update dated July 2006

Agenda Item 9 –

Map – 19th Avenue Collisions June 2000 to June 2005

Map – Park Presidio Boulevard Collisions June 2000 to June 2005

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August 3, 2006, agenda and notice

**City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)**

**Notice of Regular Meeting and Agenda
for
Thursday, August 3, 2006 at 5:30 p.m.
1 South Van Ness Avenue, Conference Room 3074
San Francisco, California**

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Members:

Daniel Murphy (Chair), Steve Ferrario (Vice Chair), Mary Burns, Sue Cauthen,
Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey,
Bruce Oka, Cesar Perez, Norman Rolfe, Dorris Vincent, and Daniel Weaver
(2 Vacancies)

Committees:

Engineering, Maintenance & Safety (EMSC)
Daniel Weaver (Chair), Steve Ferrario, and Bruce Oka

Finance & Administration (FAC)
Daniel Murphy (Chair), Emily Drennen, Griffith Humphrey, and Bruce Oka

Operations & Customer Service Committee (OCSC)
Joan Downey (Chair), Mary F. Burns, Sue Cauthen, Daniel Murphy, and Norman Rolfe

Planning & Marketing Committee (PMC)
Bruce Oka (Chair), Emily Drennen, Norman Rolfe, and Dorris Vincent

The MTA CAC may be contacted as follows:
Municipal Transportation Agency Citizens' Advisory Council
1 South Van Ness Avenue, 7th Floor – San Francisco, CA 94103-5417
((415) 701-4666 FAX (415) 701-4502

City & County of San Francisco

**Municipal Transportation Agency
Citizens' Advisory Council (CAC)**

AGENDA

**Notice of Regular Meeting and Agenda
for
Thursday, August 3, 2006 at 5:30 p.m.
1 South Van Ness Avenue, Conference Room 3074
San Francisco, California**

Item #	Item	Estimated Time
1.	Call to Order/Roll Call	5:30
2.	Adopt Minutes of July 6, 2006 [Attachment] (Discussion/Action)	5:33
3.	Public Comment - Concerning any issue within the jurisdiction of the Council not on the agenda.	5:35
	Report of the Chair (Discussion)	
4.		5:40
	Daniel Murphy (MTA CAC Chair)	
	Staff Report (Discussion)	
5.	Janet Michaelson (MTA CAC Staff Liaison)	5:45
Staff-Initiated Items		
6.	Additional State Funds (Discussion/Action) Deb Ward	5:50
7.	Translink (Discussion/Action) Joe Speaks	6:15
8.	Service Planning for the T line (Discussion/Action) Peter Straus	6:40
Council-Initiated Items		
9.	Committee Reports	7:05
	Recommendation from a FAC Committee (Discussion/Action)	
	Finance and Administration Committee (FAC)	
10.	Motion 071906.01: The MTA CAC recommends that the MTA consider instituting free transfers on cable cars.	7:10
	The MTA CAC further recommends that the MTA keep cable car fares at or below current levels, even if other fare increases are considered and that the MTA consider normalizing cable care fares to regular Muni fares as cable car service is brought up to the minimum levels mandated by the charter.	
11.	Council Members' Questions and Comments	7:15
12.	Regular Meeting Date for the MTA CAC (Discussion/Action)	7:20
	Agenda planning for the Next Regular Meeting Tentatively Scheduled:	
13.	Thursday, September 7, 2006, 5:30pm, 1 South Van Ness Avenue, Conference Room 3074	7:25
14.	Adjournment	7:30

Attachments:

Agenda Item #2

Attachment – Minutes from July 6, 2006 meeting

NOTES:

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**City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (MTA CAC)**

**FINAL MINUTES
of
Regular Meeting**

DOCUMENTS DEPT.

**Thursday, August 3, 2006 at 5:30 p.m.
1 South Van Ness Avenue, Conference Room 3074
San Francisco, California**

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final
1. **Call to Order / Roll Call** (Agenda Item 1). The regular meeting of the Municipal Transportation Agency Citizens' Advisory Council (MTA CAC) was called to order at 5:37 p.m., Thursday, August 3, 2006. Daniel Murphy (chair) presided. A quorum was present including the following:

MTA CAC Members Present at Roll Call: Daniel Murphy (Chair), Steve Ferrario (Vice Chair), Art Cimento, Emily Drennen, Griffith Humphrey, Cesar Perez, Norman Rolfe, and Dorris Vincent.

MTA CAC Members absent at Roll Call: Mary Burns (arrived at 5:45 p.m.), Bruce Oka (arrived at 5:30 p.m.), and Daniel Weaver (arrived at 6:15 p.m.)

MTA CAC Absent: None.

MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) Present: Janet Michaelson (MTA CAC Liaison), Joe Speaks (MTA), Peter Straus (MTA Manager of Service Planning), and Debra Reed (MTA CAC Secretary).

Community Representatives Present: Edward Mason, Jamison Wieser, and David Pilpel

2. **Adopt the MTA CAC Minutes of July 6, 2006:**

Motion to adopt the MTA CAC minutes for July 2006 by Sue Cauthen with corrections.

2nd by Griffith Humphrey

CAC passed unanimously (Ayes - Murphy (Chair), Ferrario (Vice Chair), Cimento, Downey, Drennen, Humphrey, Perez, Rolfe, and Vincent).

3. **Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:**

Edward Mason reported his dissatisfaction with traffic reroute for the Carnival event. He also reported on various service delays he had personally experienced.



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David Pilpel felt that the past 3 derailments, poor lighting between subway stations along with other problems substantiated that the MTA's maintenance department needed a deputy general manager.

4. **Report of the Chair:** Daniel Murphy (MTA CAC Chair)

The MTA CAC's current agenda item #6 will be continued at the September 7, 2006 full CAC meeting, because staff was still unprepared to talk about the \$33 million in additional State funds. The MTA Board would be reviewing it merely as an informational item (no action) later this month on August 15, 2006.

Public Comment

David Pilpel wanted to remind the CAC that after much discussion, the CAC previously had an agreement with the Agency that staff would develop a list of items anticipated over the next 6 to 24 months for CAC agenda planning prior to MTA Board review.

5. **Staff Report:**

- ♦ Ms. Michaelson (MTA CAC Liaison) distributed and reviewed the staff report.
- ♦ Upon Emily Drennen's request Ms. Michaelson also provided the CAC with copies of 2005 Collision Report dated July 19, 2006.
- ♦ Debra Reed (CAC Secretary) distributed staff responses to the CAC's June and July 2006 recommendations along with staff responses to CAC June information requests.
- ♦ Peter Straus reviewed the Twin Peaks Tunnel derailment and MTA's interim responding accommodations.

Staff-Initiated Items

6. **Additional State Funds**

Will be continued. See Item #4.

7. **Translink** (Discussion/Action) Joe Speaks

Mr. Speaks distributed copies of the brochure from the MTC marketing department and gave an overview of the program's development. Translink would be the regional smart card program (a computer card with a chip) used to pay fares. Money could be pre-loaded to the card using a machine to process cash or a credit card transaction. Fast Passes could also be ordered using Translink. As an alternative, one could also go to the internet or call a 1-800 number to sign up for Auto Load, order a monthly fast pass, as well as other available options. Participating transit providers would include BART, Muni, AC Transit, Golden Gate Transit, SamTrans, VTA, and Caltrain.

Questions and Comments from the CAC

Steve Ferrario:

How would POP personnel verify fare payment? Response: POP personnel would use hand-held readers.

Could Translink cards be used on Cable cars? Response: Cable cars would not be using Translink.

Steve Ferrario:

When one purchases a card one expects to be able to use the card on transit modes including Cable cars. There are also disabled patrons, such as blind disabilities, that would have problems with card readers. Mr. Ferrario suggested developing a Flash Card type arrangement. Response: Mr. Speaks agreed to research if such scenarios were being addressed.

Art Cimento:

What are the savings with Translink? Response: Operations costs such as printing costs, distribution costs, speed boarding time, cut in transfer abuse, etc.

Have there been plans for Time-of-Day pricing or Congestion-Based pricing (already deployed in Hong Kong and London)? Response: There were no plans of this sort at the time.

Daniel Murphy:

Mr. Murphy felt that there were still fare policy issues, such as, POP, initial cost for the card, etc. He assigned the FAC to agendize the fare policy for discussion and recommendations.

Public Comment:

Jamison Wieser:

Since there would be a \$5 fee for the card, would there be a \$5 discount such as applied when used to purchase a fast pass? Response: There would be a marketing budget where discount incentives may be offered at initial roll out, such as, if one signed up for Auto Load, etc.

8. Service Planning for the T line (Discussion/Action) Peter Straus

Mr. Straus distributed and reviewed both the Muni Planning July 2006 map for 3rd Street Light rail and the map for 9x, 15, 54, J, and N.

The 3rd Street Light rail would not be serving China Town, Visitation Valley nor Geneva Avenue, since these areas would be served by the 15 line. Enhancements to the 9x line have improved service in Visitation Valley area. The 9x would be replacing the map's 15x line. The 9x service hours would be extended to Sundays and evenings. For cost savings purposes, the N Judah line would change by terminating at Embarcadero, whereas the J Church line would change by continuing on to 4th and King streets. The soft launch of the 3rd Street Light rail was planned for January 2007. Full revenue service and line changes would follow affective April 1, 2007.

Mr. Murphy would like to review the new line configurations once service has been in operation for a few months.

Public Comment

David Pilpel:

Mr. Pilpel felt that there was neither public outreach nor notices for public consideration on significant service changes. Response: Mr. Straus said that there was a lot of public outreach over the last 13 years. He felt that proposals presented by Mr. Pilpel were significantly at variance with the MTA's commitments to the public and the community outreach process throughout the whole 3rd Street process. The 9x service with recommended expansions being the core of the bus service was in variance with Mr. Pilpel's recommendations. After the T line startup on April 1, 2007, lines changes would be monitored with the APC capabilities and MTA assumptions revisited for warranted adjustments to make sure that the projected capacities were still adequate. Dorris Vincent (CAC) requested to review Mr. Pilpel's suggested proposals.

Council-Initiated Items

9. Committee Reports

None

10. Recommendation from a FAC Committee (Discussion/Action) **Finance and Administration Committee (FAC)**

Motion 071906.01: The MTA CAC recommends that the MTA instituting free transfers between cable car lines.

The MTA CAC further recommends that the MTA keep cable car fares at or below current levels, even if other fare increases are considered and that the MTA consider normalizing cable care fares to regular Muni fares as cable car service is brought up to the minimum levels mandated by the charter.

2nd by Griffith Humphrey

CAC passed unanimously (Ayes - Murphy (Chair), Ferrario (Vice Chair), Burns, Cimento, Downey, Drennen, Humphrey, Oka, Perez, Rolfe, Vincent, and Weaver).

11. Council Members' Questions and Comments

Dorris Vincent commented on the unreasonable traffic delays disrupting transit service on Ball Game days along 3rd street near the Ball Park. Steve Ferrario felt that the problem would be greatly alleviated upon the reopening of the 4th Street Bridge in September 2006 along the new route for the 3rd Street light rail in 2007. Mr. Murphy would like to review the associated line configurations once the T-line service has been in operation for a few months.

Dan Weaver commented regarding the list of proposed NextBus locations attached to July's information requests, that 4 out of 5 handicapped platforms along the K Ingleside line from Balboa BART station to the West Portal station would not be outfitted with NextBus. While it is true that these platforms have no electricity, they warrant NextBus since they are major Muni stops. Mr. Murphy assigned the concern to EMSC.

Mary Burns expressed concern that the automated computer had been down for 3 consecutive days delaying railcars in and out of West Portal. (Possibly July 27-28) This appeared to be a reoccurring event. Also there was a letter forwarded as a "cc" to the CAC

with several attached communiqués addressed to Mr. Ford from Rescue Muni involving similar complaints. Mr. Murphy assigned the concern to EMSC.

Joan Downey:

- ♦ Ms. Downey commented regarding NextBus, that the response from Central Control to the information request number 060706-7 appears to contradict Deb Denison's response to the recommendation number 061406.1. Debra Reed agreed to have the staff reconcile their responses. Mr. Murphy requested that Executive Director Nathaniel P. Ford, Sr. along with the new CIO should also be made aware of staff's discord on the use of NextBus.
- ♦ Ms. Downey was still waiting for a response from DPT regarding several incidents involving an alleged Handicap Placard abuser. Janet Michaelson agreed to follow up on the response.
- ♦ A neighbor upon receiving his 2nd citation for Residential Parking Permit (RPP) violation pointed out to the citing parking control officer (PCO) his J permit displayed on his truck. However the PCO refused to void the citation, stating that he had already wrote the ticket. Ms. Downey wanted to know could PCOs void citations? Also, for PCOs issuing unusual amounts of erroneous citations would that information be noted in their personnel file? Janet Michaelson agreed to follow up on the responses.

Public Comment

David Pilpel:

Mr. Pilpel's comment regarding Ms. Burns statement was inaudible. Mr. Murphy recapped that there was a settlement between Muni and Alcatel regarding ATCS. Part of the settlement included a list of commitments for Alcatel to improve the system. Mr. Murphy assigned the concern to EMSC.

12. Regular Meeting Date for the MTA CAC (Discussion/Action)

The result of the survey for CAC members regarding member availability for a date change for the regular full CAC meeting substantiated that the first Thursday of the month remained the best possible choice for the majority of the CAC members. Therefore the full MTA CAC would continue to meet on 1st Thursdays as the regular meeting date.

13. Agenda planning for the Next Regular Meeting Tentatively Scheduled:

Thursday, September 7, 2006, 5:30 p.m., 1 South Van Ness Avenue,
Conference Room 3074

- ♦ A guest speaker from the MTA Board

14. Adjournment: 8:00 p.m.

Attachments:

- Agenda Item 2 – MTA CAC minutes for July 2006
- Agenda Item 7 – Brochure – Introducing Translink (printed 6/06)

SFMTA

Municipal Transportation Agency

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September 7, 2006, agenda and notice

**City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)**

**Notice of Regular Meeting and Agenda
for
Thursday, September 7, 2006 at 5:30 p.m.
1 South Van Ness Avenue, Conference Room 3074
San Francisco, California**

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Members:

Daniel Murphy (Chair), Steve Ferrario (Vice Chair), Mary Burns, Sue Cauthen,
Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey,
Bruce Oka, Cesar Perez, Norman Rolfe, Dorris Vincent, and Daniel Weaver
(2 Vacancies)

Committees:

Engineering, Maintenance & Safety (EMSC)
Daniel Weaver (Chair), Steve Ferrario, and Bruce Oka

Finance & Administration (FAC)
Daniel Murphy (Chair), Emily Drennen, Griffith Humphrey, and Bruce Oka

Operations & Customer Service Committee (OCSC)
Joan Downey (Chair), Mary F. Burns, Sue Cauthen, Daniel Murphy, and Norman Rolfe

Planning & Marketing Committee (PMC)
Bruce Oka (Chair), Emily Drennen, Norman Rolfe, and Dorris Vincent

The MTA CAC may be contacted as follows:
Municipal Transportation Agency Citizens' Advisory Council
1 South Van Ness Avenue, 7th Floor – San Francisco, CA 94103-5417
Phone (415) 701-4666 FAX (415) 701-4502

City & County of San Francisco

**Municipal Transportation Agency
Citizens' Advisory Council (CAC)**

AGENDA
Notice of Regular Meeting and Agenda
for
Thursday, September 7, 2006 at 5:30 p.m.
1 South Van Ness Avenue, Conference Room 3074
San Francisco, California

Item #	Item	Estimated Time
1.	Call to Order/Roll Call	5:30
2.	Adopt Minutes of August 3, 2006 (Discussion/Action)	5:33
3.	Public Comment - Concerning any issue within the jurisdiction of the Council not on the agenda.	5:35
4.	Report of the Chair (Discussion) Steve Ferrario (MTA CAC Vice Chair)	5:40
5.	Staff Report (Discussion) Janet Michaelson (MTA CAC Staff Liaison)	5:45
Staff-Initiated Items		
6.	Update on Strategic Planning (Discussion/Action) Marisa Espinosa	5:50
7.	State Transit Assistance Funds (STA) (Discussion/Action) Marisa Espinosa	6:10
8.	FY07 Agency Goals (Discussion/Action) Marisa Espinosa	6:30
9.	New Bus Shelter Designs (Discussion/Action) Stephen Shinn – CBS Outdoor	6:45
Council-Initiated Items		
10.	Committee Reports Recommendation from a CAC Committee (Discussion/Action) Operations & Customer Service Committee (OCSC)	7:05
Motion 082106.01: Whereas the light rail vehicles (LRV) and streetcars are too often delayed because of illegally parked cars; and		
11.	Whereas Muni's Central Control procedure in handling such delays by first calling an inspector and then having the inspector call a tow truck means further delays; The MTA CAC recommends that 1. Physical barriers be installed so that cars cannot park in spaces that block LRVs and streetcars (for example, both inbound and outbound at Carl and Cole); 2. When LRVs and streetcars are delayed because of illegally parked cars, Central Control will call both the inspector and a tow truck immediately.	7:15
12.	Council Members' Questions and Comments Agenda planning for the Next Regular Meeting Tentatively Scheduled:	7:20
13.	Thursday, October 5, 2006, 5:30pm, 1 South Van Ness Avenue, Conference Room 3074	7:25
14.	Adjournment	7:30

Attachments:

Agenda Item #2

Attachment – Minutes from August 3, 2006 meeting

NOTES:

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(Chapter 67 of the San Francisco Administrative Code)**

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**City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (MTA CAC)**

**FINAL MINUTES
of
Regular Meeting**

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**Thursday, September 7, 2006 at 5:30 p.m.
1 South Van Ness Avenue, Conference Room 3074
San Francisco, California**

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final
1. **Call to Order / Roll Call** (Agenda Item 1). The regular meeting of the Municipal Transportation Agency Citizens' Advisory Council (MTA CAC) was called to order at 5:35 p.m., Thursday, September 7, 2006. Steve Ferrario (vice chair) presided. A quorum was present including the following:

MTA CAC Members Present at Roll Call: Steve Ferrario (Vice Chair), Art Cimento, Joan Downey, Griffith Humphrey, Bruce Oka, Cesar Perez, Norman Rolfe, Daniel Weaver, and Jamison Wieser.

MTA CAC Members absent at Roll Call: Dorris Vincent, arrived at 5:37 p.m.

MTA CAC Absent: Daniel Murphy (Chair), Mary Burns, Sue Cauthen, and Emily Drennen.

MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) Present: Janet Michaelson (MTA CAC Liaison), Marisa Espinosa (MTA - Manager, Strategic Policy Initiatives), and Debra Reed (MTA CAC Secretary).

Community Representatives Present: Edward Mason

2. **Adopt the MTA CAC Minutes of August 3, 2006:**

Motion to adopt the MTA CAC minutes for August 2006 by Joan Downey.

2nd by Griffith Humphrey

CAC passed unanimously (Ayes - Ferrario (Vice Chair), Cimento, Downey, Humphrey, Oka, Perez, Rolfe, Vincent, Weaver, and Wieser).

3. **Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:**

None

4. **Report of the Chair:** Steve Ferrario (MTA CAC Vice Chair)

Mr. Ferrario welcomed the new CAC member Jamison Wieser's having received his appointment letter dated September 6, 2006 from Mayor Gavin Newsom. Mr. Wieser's



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swearing-in ceremony was to take place in the Mayor's office on Tuesday, September 12, 2006.

The MTA Strategic Planning Workshop date was changed from the September 22, 2006 to Tuesday, September 26, 2006. The location was to be on the 2nd floor at 1 So. Van Ness Avenue, from 9:00 a.m. to 1:00 p.m. Mr. Ferrario encouraged the CAC's attendance and full support.

5. **Staff Report:** Janet Michaelson

Ms. Michaelson reviewed the staff report and staff appointments.

Staff-Initiated Items

6. **Update on Strategic Planning** (Discussion/Action) **Marisa Espinosa**

Ms. Espinosa announced the change in the date for the Strategic Planning meeting (featuring board governance), to September 26, 2006 to be followed by a full kick-off meeting in November (date to be announced). Strategic Planning is an agency wide project, a series of foundation-building workshops, planning for MTA's future over the next 5 to 10 years, with input from the CAC, the public, and staff.

Questions and Comments from the CAC

Dorris Vincent commented that the MTA should reach out to bus drivers to be included in these workshops; they contribute valuable insight. Response: Drivers are not permitted to be members of the CAC due to conflict of interest. Ms. Downey commented that drivers could still attend as citizens.

7. **State Transit Assistance Funds (STA)** (Discussion/Action) **Marisa Espinosa**

STA is a one-time fund. Ms. Espinosa distributed and reviewed a presentation and list of projects, based on \$54 million in STA funds to be received in FY07 (the initial \$21 million was budgeted as part of the FY07 process and \$33 million was unanticipated resulting from \$22 million in spill-over funds of gasoline tax designated for transit properties, \$9 million State deficit loan repayment from Governor Schwarzenegger, and \$2 million from STA base line amount).

Proposed projects included criteria of safety, customer service, system reliability, productivity and enhance MTA financial stability by investments to improve revenue generating or reduce deficits.

- ◆ \$10 million for 3rd Street Capital shortfall that could be used for both Operations and Capital.
- ◆ \$10 million for FY08 Operating budget deficit for additional anticipated labor increase costs, such as retirement, fuel costs, etc.
- ◆ \$13 million for improvements to safety, customer service, system reliability, and productivity initiatives.

Questions and Comments from the CAC

Joan Downey recalled the Carl Street replacement project that had been pushed back since FY02.

Art Cimento expressed disappointment that the funds would be applied to the Operating budget, yet basic priorities of Muni's systems are not being addressed. Muni's 70% on-time performance was in dire need of improvement, with increasing service problems, and constant money being taken away preventative maintenance. The \$33 million should be applied to materially improving the performance of the system, countdown signals, rail improvement, signage at bus stops, bunching of streetcars, etc. Mr. Cimento suggested to 1) get ride of the \$10 million directed to the Operating budget 2) to review past minutes to re-introduce recommendations that had previously been deferred or dismissed due to budget limitations, and 3) come up with a list to discuss with Mr. Ford.

Jamison Wieser expressed that he did not see any TEP 08 projects included in the list of items for funding.

Ms. Espinosa replied that the list of projects was preliminary. Projects were yet being applied toward current funds. MTA sees improving reliability as top priority.

MTA CAC did not feel that \$10 million should go to the Operating budget. The CAC's subcommittees will discuss and reintroduce previous recommendations for MTA consideration.

8. FY07 Agency Goals (Discussion/Action) Marisa Espinosa

Ms. Espinosa distributed and reviewed a drafted list of proposed MTA Goals for FY07 for feedback from the CAC. The list was separate from the list associated with the \$33 million STA funds. The list would be presented at the MTA Board of Directors' meeting on September 19, 2006.

Questions and Comments from the CAC

Jamison Wieser commented that many of the goals were very vague, general, and seem more like mission statements. Example: "improve movement of people." As written, they could all fall under more than one goal. Ideally items should be categorized and tailored to singular goals. Response: Ms. Espinosa agreed. As a work in progress, he felt a measure of confidence that through the Strategic Planning Workshop project, many of the goals could be paired or more refined.

9. New Bus Shelter Designs (Discussion/Action) Stephen Shinn – CBS Outdoor

Mr. Shinn was unable to attend. This item will be continued.

Council-Initiated Items

10. Committee Reports:

See item #11.

11. Recommendation from a CAC Committee (Discussion/Action) Operations & Customer Service Committee (OCSC)

Motion 082106.01: Whereas the light rail vehicles (LRV) and streetcars are too often delayed because of illegally parked cars; and

Whereas Muni's Central Control procedure in handling such delays by first calling an inspector and then having the inspector call a tow truck means further delays;

The MTA CAC recommends that **1)** Physical barriers be installed so that cars cannot park in spaces that block LRVs and streetcars (for example, both inbound and outbound at Carl and Cole streets, also Duboce and Noe streets) **2)** When LRVs and streetcars are delayed because of illegally parked cars, Central Control will call both the inspector and a tow truck immediately.

CAC passed unanimously (Ayes - Ferrario (Vice Chair), Cimento, Downey, Humphrey, Oka, Perez, Rolfe, Vincent, Weaver, and Wieser).

12. Council Members' Questions and Comments:

- ♦ Debra Reed distributed MTA staff responses to CAC questions from August 2006.
- ♦ Dan Weaver asked: Will Caltrans reimburse the City and County for the 67 officers from DPT and SFPD who worked over the Labor Day weekend during the Bay Bridge eastbound closure? Were these DPT PCOs the people who would normally be on-call for service in San Francisco, or were these PCOs in addition to the regular weekend staff? Response from Janet Michaelson: The PCOs were in addition to normal staffing. CalTrans would reimburse the City at approximately \$60.00 per hr per officer and \$72.00 per hr per supervisor.
- ♦ Dorris Vincent wanted to reach the TEP Group. Debra Reed agreed to

13. Agenda Planning for October 5, 2006 Meeting:

Thursday, October 5, 2006, 5:30pm, at 1 South Van Ness Avenue, Conference Room 3074

14. Adjournment: 7:40 p.m.

Attachments:

Agenda Item 2 – MTA CAC minutes for August 2006

Agenda Item 5 –

- ♦ Staff Report from August
- ♦ Memorandum – Labor Day Weekend eastbound Bay Bridge closure, dated 09/06/06
- ♦ Article from SFGate <http://www.sfgate.com> dated 09/05/06 – BAY AREA Bridge low deck
- ♦ Article from SFGate <http://www.sfgate.com> dated 09/05/06 – Caltrans reopens eastbound Bay Bridge

Agenda Item 6 – PowerPoint presentation – State Transit Assistance Funds (MTA Proposal to Citizens' Advisory Committee)

Agenda Item 7 – Division Requesting Project, a list of proposed projects for STA funds

Municipal Transportation Agency
Citizens' Advisory Council
FINAL Minutes of Regular Meeting
Thursday, September 7, 2006

Agenda Item 8 – FY07 Proposed MTA Goals

Agenda Item 12 – Staff Responses to CAC Information Requests, September 7, 2006



**City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)**

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Notice of Location Change

**Special Meeting and Agenda
for**

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Tuesday, September 26, 2006 at 9:00 a.m.

**1 South Van Ness Avenue, Atrium Conference Room, 2nd Floor
San Francisco, California**

Members:

Daniel Murphy (Chair), Steve Ferrario (Vice Chair), Mary Burns, Sue Cauthen,
Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey,
Bruce Oka, Cesar Perez, Norman Rolfe, Dorris Vincent, and Daniel Weaver
(2 Vacancies)

Notice of Location Change

**The Citizens' Advisory Council will be attending a special meeting with
the Municipal Transportation Agency Board of Directors
1 South Van Ness Avenue, Atrium Conference Room, on the 2nd Floor**

NOTES:

Notices of meeting and agenda, and minutes are available at the San Francisco Public Library (Main), 100 Larkin Street - Government Section (5th Floor) and on Muni's website at www.sfmuni.com/cac.

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**City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)**

AGENDA

**Notice of Special Meeting and Agenda
for**

**Tuesday, September 26 2006 at 9:00 a.m.
1 South Van Ness Avenue, Atrium Conference Room, 2nd Floor
San Francisco, California**

The Municipal Transportation Agency's Citizens' Advisory Council (MTA CAC) will be participating in a **Special Meeting** with the MTA Executive Director, Board of Directors and MTA Staff. (Discussion/Action)

Please see the September 26, 2006 Special Meeting Notice and Agenda posted for the Municipal Transportation Agency and Parking Authority Board of Directors posted on the web page for the Municipal Transportation Agency (MTA) Board, **also copied below**

MTA Board September 26, 2006, agenda

**MUNICIPAL TRANSPORTATION AGENCY
AND PARKING AUTHORITY
BOARD OF DIRECTORS
CITY AND COUNTY OF SAN FRANCISCO**

NOTICE OF SPECIAL MEETING AND CALENDAR

Tuesday, September 26, 2006
1 South Van Ness Ave. 2nd Floor
Atrium Conference Room

**SPECIAL MEETING
9:00 A.M.**

BOARD OF DIRECTORS

Rev. Dr. James McCray, Jr., Chairman
Michael Kasolas, Vice Chairman
Shirley Breyer Black
Wil Din
Peter Mezey
Tom Nolan
Leah Shahum

Nathaniel P. Ford, Sr.
EXECUTIVE DIRECTOR/CEO
MUNICIPAL TRANSPORTATION AGENCY

Roberta Boomer
BOARD SECRETARY

9:00 – SPECIAL MEETING

ORDER OF BUSINESS

1. Call to Order
2. Roll Call
3. Announcement of prohibition of sound producing devices during the meeting.
4. Public Comment

Members of the public may address the Board on matters that are within the Board's jurisdiction and are not on today's calendar.

SPECIAL CALENDAR

5. Discussion of MTA Board governance and best practices including goals and objectives, function, oversight roles and responsibilities, effectiveness, structure and internal and external relationships.
6. Citizen's Advisory Council Report

ADJOURN

The Ethics Commission of the City and County of San Francisco has asked us to remind individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [S.F. Campaign and Governmental Conduct Code section 2.100 et seq.] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the Ethics Commission at 415-581-2300; fax: 415-581-2317; 30 Van Ness Ave., Suite 3900, SF, CA 94102-6027 or the web site: sfgov.org/ethics.

Disability Access

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**City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)**

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for**

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Bruce Oka, Cesar Perez, Norman Rolfe, Dorris Vincent, Daniel Weaver, and
Jamison Wieser
(1 Vacancy)

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Municipal Transportation Agency
Citizens' Advisory Council (CAC)**

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for**

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5.	Staff Report (Discussion) Justin True (MTA CAC Staff Liaison)	5:45
Staff-Initiated Items		
6.	Guest Speaker from the MTA Board Director Leah Shahum, (Discussion/Action)	5:50
7.	New Bus Shelter Designs Stephen Shinn – CBS Outdoor (Discussion/Action)	6:20
Council-Initiated Items		
8.	Committee Reports (Discussion)	7:00
9.	Recommendation from a CAC Committee (Discussion/Action) Operations and Customer Service Committee (OCSC) Motion 091806.01: WHEREAS uneven sequencing of Metro trains causes both crush loading of vehicles and underutilization of vehicles, The MTA CAC recommends that the MTA aggressively manually re-sequence outbound trains at the Embarcadero station to assure appropriate and even levels of service on all 6 Metro lines. The MTA CAC believes that the additional labor costs would be justified by the increase in efficiency gained from dynamically sequencing. The MTA CAC further recommends that the MTA seek to negotiate	7:10

	work rules that make dynamic line re-sequencing easier.	
10.	Recommendation from a CAC Committee (Discussion/Action) Engineering, Maintenance and Safety Committee (EMSC) Motion 092106.02: The MTA CAC recommends that the MTA use the State Transit Assistance STA windfall dollars be used for one-time capital funding only and not for operating budget. The MTA CAC further recommends that the State Transit Assistance windfall dollars for the following projects: (1) \$11 million for 3rd Street budget over-runs and capital additions (2) \$11 million for Muni-Metro interior stations (cleaning, repainting, re-lamping, relighting to meet standards, re-baluster, as well as replacing station entrance gates) (3) \$11 million divided as follows: (a) \$6 million for Nabbi half-life retrofits (b) \$2 million for ADA chair-lifts on Nabbi buses and/or at 5 mechanical lift stations in the Metro system (c) \$3 million for passenger improvements at City College and/or other key stops to encourage evening and bad weather use of Muni Metro in the City. The MTA CAC recommends in summary that the spending of these dollars should be for improvements that passengers can see and benefit from. The MTA CAC requests a report on specific expenditure plans as they are developed.	7:15
11.	Council Members' Questions and Comments (Discussion)	7:20
12.	Agenda planning for the Next Regular Meeting Tentatively Scheduled: Thursday, November 2, 2006, 5:30 p.m., 1 South Van Ness Avenue, Conference Room 3074 (Discussion)	7:25
13.	Adjournment	7:30

Attachments:

Agenda Item #2

Attachment – Minutes from September 7, 2006 meeting

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**City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (MTA CAC)**

**FINAL MINUTES
of
Regular Meeting**

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**Thursday, October 5, 2006 at 5:30 p.m.
1 South Van Ness Avenue, Conference Room 3074
San Francisco, California**

1. **Call to Order / Roll Call** (Agenda Item 1). The regular meeting of the Municipal Transportation Agency Citizens' Advisory Council (MTA CAC) was called to order at 5:34 p.m., Thursday, October 5, 2006. Daniel Murphy (chair) presided. A quorum was present including the following:

MTA CAC Members Present at Roll Call: Daniel Murphy (Chair), Steve Ferrario (Vice Chair), Joan Downey, Griffith Humphrey, Bruce Oka, Cesar Perez, Norman Rolfe, Daniel Weaver, and Jamison Wieser.

MTA CAC Absent: Sue Cauthen, Mary Burns, Art Cimento, Emily Drennen, and Dorris Vincent.

MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) Present: Director Leah Shahum (MTA Board), Diana Hammons (MTA CAC Liaison), Sanali Bose (MTA CFO), and Debra Reed (MTA CAC Secretary).

CBS Outdoors: Stephen Shinn (Vice President – Transit Business Development)

Community Representatives Present: Edward Mason

2. **Adopt the MTA CAC Minutes of September 7, 2006:**

Motion to adopt the MTA CAC minutes for September 2006 by Dan Weaver with word change.

2nd by Cesar Perez

CAC passed unanimously (Ayes - Murphy (Chair), Ferrario (Vice Chair), Downey, Humphrey, Oka, Perez, Rolfe, Weaver, and Wieser).

3. **Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:**

See Item 11

4. **Report of the Chair:** Daniel Murphy (MTA CAC Chair)



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Mr. Murphy attended the MTA Governance session, September 26, 2006. The MTA workshop was scheduled during the month of November 2006.

Mr. Murphy introduced the new director/CFO Sanali Bose. Ms. Bose challenged the CAC to list their top priorities by November's CAC meeting.

5. **Staff Report:** Diana Hammons

The staff report was previously E-mailed to the CAC members. Ms. Hammons reviewed State legislation SB1749, which the MTA initiated to decriminalize fare evasion and other Muni related violations in order to authorize local jurisdiction.

Mr. Murphy announced that Debra Denison would give a presentation on the Service Standards at November's CAC meeting.

Public Comment:

Edward Mason suggested adding audible and marquee announcements advising people not to put their feet on the seats.

Staff-Initiated Items

6. **Guest Speaker from the MTA Board – MTA Director Leah Shaun**

Ms. Shahum was appointed by Mayor Newsom to the MTA Board of Directors in May 2006. Ms. Shahum's background included previously serving on the Golden Gate Board of Directors. She had been serving as the Executive Director of the Bicycle Coalition. Ms. Shahum would like to see the MTA develop firmer organizational strategic goals with input from the CAC. Also she would like the community to feel more engaged in what the MTA is doing as well as making the MTA more accountable to the community.

Questions from the CAC

Joan Downey was perplexed that with all the CAC efforts and recommendations regarding sidewalk parking that DPT continued to be reluctant in enforcing the prohibition. Response: Ms. Shahum suggested inviting DPT's new Deputy Chief to the CAC. The Complete Streets vision should include wider and cleaner sidewalks, which would include anything blocking sidewalks for pedestrians, wheelchair users, strollers, etc.

Bruce Oka dodges bicyclist riding on sidewalks every day. Mr. Oka also mentioned the ongoing struggle with BART to include the senior and disabled patrons to use their Muni fast passes for BART rides within San Francisco's city limits. Response: The Senior Action Network committee works with the Bicycle Coalition for sidewalk safety. The MTA had been working on making streets safer for bicycles and using signage.

Public Comment:

Edward Mason reported 2 incidents of risky behavior of individuals riding bicycles. Laws are there to protect the safety of everyone.

7. **New Shelter Designs – Stephen Shinn with CBS Outdoors**

Mr. Shinn distributed an overview along with pictures of various bus-shelter designs. CBS Outdoors, formerly known as Viacom, also known as Infinity Outdoor, Outdoor System and

Gannet Outdoor, was the holder of the contract with MTA for currently 1,150 various bus shelters throughout the City since 1987. Mr. Shinn invited CAC input for shelter designs.

Comments and Questions from the CAC

Steve Ferrario:

Mr. Ferrario asked about the history of flip seats designed to provide seating for patrons while discouraging loitering. Response: A law code had been posted in shelters thus allowing Police to arrest people found loitering.

Dan Weaver:

Sidewalks are often peppered with utility boxes and various other types of sidewalk furniture. Mr. Weaver suggested as an example, collocating a telephone company switch box with the new design.

Mr. Weaver suggested modular shelters should be included in planned changes. Some of the areas were busier than others. Response: Muni has a few historic shelters. CBS worked with Muni for basic shelters designs, since CBS was not in the business of passenger counting. The 8-foot was designed for residential areas with no advertisement. Then there were 12-foot and 16-foot bus shelters designed for heavier boarding areas. 22-foot shelters were placed along Market Street.

Shelters themselves were kept very pristine, however there needed to be a more effective way to maintain the surrounding ground areas. Also there should be a way to contact CBS to report shelter problems. Response: All the shelters should have CBS maintenance contact information, which is 415-882-4949.

Norman Rolfe:

Maps were difficult to read at night due to dim lighting. Mr. Rolfe suggested better lighting. Pay phones are needed for emergencies because everybody does not have cellular phones. Some of the maps were placed over seating areas, resulting in people standing over seated patrons in order to study Muni maps. Mr. Rolfe suggested moving the maps to more open areas of the shelters for easy viewing.

Jamison Wieser suggested:

- ◆ Island shelters were difficult to supply power from electrical lines. Solar Power paneling was a popular alternative used in other cities.
- ◆ Muni logos and line designations were missing on some of the shelters.
- ◆ Multi-line digital messaging on NextBus displays, i.e. Muni news, timing for the next bus, etc.
- ◆ Polarized glass to protect posters from fading.

Joan Downey:

Ticket machines installed at heavy boarding areas. Response: ATT canceled its phone booth service for bus shelters that were originally design to house payphones, so ticket machines are a possible alternative for the now vacant phone panel area.

Ms. Downey suggested that the etching designs include the Muni logo and that the designs vary from neighborhood to neighborhood.

Public Comment:

Edward Mason suggested southerly directional panels to protect patrons from the rain. He also suggested that some consideration be given to ventilation during hot days.

Council-Initiated Items

8. Committee Reports:

See Items 9 and 10

9. Recommendation from a CAC Committee (Discussion/Action)
Operations and Customer Service Committee (OCSC)

Motion 091806.01: WHEREAS uneven sequencing of Metro trains causes both crush loading of vehicles and underutilization of vehicles,

The MTA CAC recommends that the MTA manually re-sequence outbound trains in an aggressive manner at the Embarcadero station to assure appropriate and even levels of service on all 6 Metro lines. The MTA CAC believes that the additional labor costs would be justified by the increase in efficiency gained from dynamically sequencing.

The MTA CAC further recommends that the MTA seek to negotiate work rules that make dynamic line re-sequencing easier.

CAC passed unanimously (Ayes - Murphy (Chair), Ferrario (Vice Chair), Downey, Humphrey, Oka, Perez, Rolfe, Weaver, and Wieser).

10. Recommendation from a CAC Committee (Discussion/Action)
Engineering, Maintenance and Safety Committee (EMSC)

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The MTA CAC further recommends that the State Transit Assistance windfall dollars be utilized for the following projects:

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- (3) \$11 million divided as follows:
 - (a) \$6 million for NABI half-life rebuild

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The MTA CAC recommends in summary that the spending of these dollars should be for improvements that passengers can see and benefit from. The MTA CAC requests a report on specific expenditure plans as they are developed.

CAC passed unanimously (Ayes - Murphy (Chair), Ferrario (Vice Chair), Downey, Humphrey, Oka, Perez, Rolfe, Weaver, and Wieser).

11. **Council Members' Questions and Comments** (Discussion)

Information requests from September were distributed.

The following were new Information requests:

Norman Rolfe:

Pedestrian signal (a scramble system) on the northwest corner of Montgomery and Sutter streets has been twisted around, misaligned and partially blocks the signal for pedestrians crossing Montgomery Street on the North side.

Joan Downey:

Why would DPT refuses to take complaints about parking violation without a precise address? Daniel Murphy assigned the question to the OCSC committee.

Ms. Downey was dissatisfied with the response to the previous information request #060907-07. Debra Reed (MTA CAC Secretary) explained that the response provided was an abbreviation of the original full response. She will E-mail the full response to the CAC members for their review.

Public:

Edward Mason:

Mr. Mason reported graffiti near the tunnel area over the in-bound track at Duboce and Church streets should be cleaned.

Mr. Mason also asked if the audible and marquee announcements could include an admonishment for people not to put feet on seats.

12. **Agenda planning for the Next Regular Meeting Tentatively Scheduled:**

Thursday, November 2, 2006, 5:30 p.m., 1 South Van Ness Avenue Conference Room 3074 (Discussion)

Service Standards

13. **Adjournment: 7:30 p.m.**

Municipal Transportation Agency
Citizens' Advisory Council
FINAL Minutes of Regular Meeting
Thursday, October 5, 2006

Attachments:

Agenda Item 2 –
MTA CAC minutes for September 2006

Agenda Item 5–
Staff Report for September
Summary Report on the Special Board Workshop on Governance, October 2, 2006
4th Quarter FY 2006 Service Standards
Proposition 42 – Protection and Infrastructure Bond Package for November 2006
Ballot

Agenda Item 7 –
CBS Overview and proposed shelter designs



**City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)**

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for
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**City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)**

AGENDA

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2.	Adopt Minutes of October 5, 2006 [Attachment] (Discussion/Action)	5:33
3.	Public Comment - Concerning any issue within the jurisdiction of the Council not on the agenda.	5:35
4.	Report of the Chair (Discussion) Daniel Murphy (MTA CAC Chair)	5:40
5.	Staff Report (Discussion) Janet Michaelson (MTA CAC Staff Liaison)	5:45
Staff-Initiated Items		
6.	Strategic Planning Workshop Update (Discussion/Action) Marisa Espinosa	5:50
7.	Service Standards Update (Discussion/Action) Debra Denison	6:15
Council-Initiated Items		
8.	Committee Reports	6:45
9.	Council Members' Questions and Comments	6:50
10.	Agenda planning for the Next Regular Meeting Tentatively Scheduled: Thursday, December 7, 2006, 5:30pm, 1 South Van Ness Avenue, Conference Room 3074	6:55
11.	Adjournment	7:00

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Citizens' Advisory Council (CAC)**

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Page last updated October 30, 2006.



**City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (MTA CAC)**

**FINAL MINUTES
of
Regular Meeting**

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**Thursday, November 2, 2006 at 5:30 p.m.
1 South Van Ness Avenue, Conference Room 3074
San Francisco, California**

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1. **Call to Order / Roll Call** (Agenda Item 1). The regular meeting of the Municipal Transportation Agency Citizens' Advisory Council (MTA CAC) was called to order at 5:42 p.m., Thursday, November 2, 2006. Steve Ferrario (Vice Chair) presided. A quorum was present including the following:

MTA CAC Members Present at Roll Call: Steve Ferrario (Vice Chair), Griffith Humphrey, Bruce Oka, Cesar Perez, Norman Rolfe, Dorris Vincent, Daniel Weaver, and Jamison Wieser.

MTA CAC Members Present, but absent at Roll Call: Joan Downey arrived at 5:50 p.m., and Daniel Murphy arrived at 6:06 p.m.

MTA CAC Absent: Mary Burns, Art Cimento, Sue Cauthen, and Emily Drennen.

MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) Present: Janet Michaelson (MTA CAC Liaison), Marisa Espinosa (MTA - Manager, Strategic Policy Initiatives), Deborah Denison (MTA - Information Technology), and Debra Reed (MTA CAC Secretary).

Community Representatives Present: Edward Mason

2. **Adopt the MTA CAC Minutes of October 5, 2006:**

Motion to adopt the MTA CAC minutes for October 2006 by Daniel Weaver, with corrections.

2nd by Griffith Humphrey

CAC passed unanimously (Ayes - Ferrario (Acting Chair), Humphrey, Oka, Perez, Rolfe, Vincent, Weaver, and Wieser).

3. **Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:**

None

4. **Report of the Chair:** Daniel Murphy (MTA CAC Chair)



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Mr. Murphy, Bruce Oka and Norman Rolfe participated in press conference regarding the allowing of disabled, seniors, and youth fast pass holders to ride BART for free within San Francisco city limits.

The next full CAC meeting will be held December 7, 2006, but no other CAC committee meetings will be held during the month of December.

5. **Staff Report:** Janet Michaelson

Ms. Michaelson reviewed November's staff report.

Staff-Initiated Items

6. **Strategic Planning Workshop Update** (Discussion) Marisa Espinosa

Ms. Espinosa reviewed the Strategic Planning process using the handout titled Strategic Planning Support for MTA Balance Scorecard Development, for the special MTA meeting that was to be held on November 3, 2006.

7. **Service Standards Update** (Discussion) Debra Denison

Ms. Denison reviewed goals and results using handouts MTA Service Standards – 4th Quarter Report FY06, Summary of FY06 4th Q Service Standards, and 4th Quarter Report FY06 Service Standards – November 1, 2006. Ms. Denison announced that a presentation from Bonnie Nelson could be scheduled at the next CAC meeting.

Questions and Comments from the CAC

Bruce Oka:

The fare evasion problem is further exasperated when drivers encourage patrons to board through backdoors. Response: POP officers were being hired and trained to reverse the problem. Dan Murphy added that it would be good to see a breakout report on fare evasion contacts itemizing both the number of warnings and the number of citations.

Dorris Vincent:

Revenue was being lost through continued use of buses for service with broken fare boxes? Response: Ms. Denison will research the policy regarding use of buses with broken fare boxes.

Steve Ferrario:

What was the reason for the aberration in the Cable car results during the 3rd quarter? Ms. Denison will research the raw data.

For section 2a of the report, PCCs should consistently be listed separately from LRVs.

Maintenance personnel in 7a and 9a of the report should increase since the PCC fleet was expecting an increase of 11 additional cars. Mr. Murphy assigned the comment as an item for discussion/action at the EMSC meeting.

Jamison Wieser:

Improved Public Information at 5d of the report did not specify the measuring process.
Response: A better measuring plan and outreach are needed. The web page is currently being updated with improvements.

Joan Downey:

Ms. Downey was interested in seeing coefficient numbers for on-time performances.
Response: Ms. Denison agreed to share the information.

Ms. Downey commented that she would like to see the Daily Operation Report for LRVs in graph form.

Dorris Vincent:

The T-line should be tested on a day during a ball game. Mr. Wieser commented that the T-line had the exclusive right-of-way with light signal priority. Mr. Ferrario added that the up coming Emerald Bowl ball game scheduled for the evening of December 27, 2006 would be a perfect time to test traffic conditions.

Public Comment

Edward Mason:

Regarding the Service Standards' mean for LRVs in connection with distance between miles and failures, would that number increase with the anticipation of the 3rd Street opening?
Response: Progress had been noted. Also retrofitted Bredas were being phased into the LRV fleet.

Council-Initiated Items

8. Committee Reports:

None

9. Council Members' Questions and Comments:

Joan Downey:

Ms. Downey reported on Supervisor Mirkarimi's November 1, 2006, Town Hall meeting where community concerns were expressed regarding the N Judah and the 44 O'Shaughnessy lines.

Ms. Downey would like to see more aggressive enforcement on the part of POP Cops, including enforcing no eating on buses and no feet allowed on seats. Mr. Murphy assigned this as an item for discussion/action to the OCSC.

While attending the Marathon, fares were lost as crowds of people were loading onto trains without paying. Fare collectors should be available to collect fares during heavily attended events.

The 553-1200 menu no longer offered the option to stay on the line for all other questions.

Ms. Downey would like to see completion date information as to when information requests were resolved.

Municipal Transportation Agency
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Thursday, November 2, 2006

- ♦ Forrest Hill Station still has no directional sign posted on the street curb instructing patrons where to enter in order to ride the K, L, and M trains.
- ♦ What ever happened to Illi Gauchau's letter regarding parking at 19th Avenue and Irving Street?

Jamison Wieser:

Mr. Wieser pointed out that the Glenn Park station had no directional sign posted on the street curb instructing patrons where to enter in order to ride the J Church train or Muni.

When will the graffiti problem at Duboce be cleaned? Response: Debra Reed reported that Painters were ready and waiting for clearance from Central Control due to overhead wiring and a construction project in the same area.

The areas surrounding the new shorter signs marking the Powell Street station were not aesthetically prepared, thus exposing graffiti, grime, and old paint chips that were concealed by the previous larger signs.

Supervisor Maxwell and Executive Director Nat Ford hosted a press tour along the 3rd Street light rail. The community seemed to be very pleased with the project.

Dorris Vincent:

Ms. Vincent has still not seen the artwork of the youth that was to be featured at 3rd Street light rail platforms. Response: Mr. Wieser reported that the artwork would be posted during the completion stages of the project.

10. Agenda Planning for the Next CAC Meeting:

Thursday, December 7, 2006, 5:30 p.m., at 1 South Van Ness Avenue, Conference Room 3074

11. Adjournment 7:29 p.m.

Attachments:

Agenda Item 2 –

MTA CAC minutes for October 2006

Agenda Item 5–

November 2006 Staff report

Agenda Item 6 –

Strategic Planning Support for MTA Balance Scorecard Development
November 3, 2006

Agenda Item 7 –

MTA Service Standards – 4th Quarter Report FY06
Summary of FY06 4th Q Service Standards
4th Quarter Report FY06 Service Standards – November 1, 2006

Agenda Item 9 –

Responses to CAC Information Requests – November 2, 2006

Municipal Transportation Agency
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Responses to questions raised at the October 18, 2006 Finance Committee Meeting –
October 31, 2006



**City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)**

**Notice of Rescheduled Regular Meeting and Agenda
for**

**Monday, December 4, 2006 at 5:30 p.m.
1 South Van Ness Avenue, Conference Room 7080
San Francisco, California**

Members:

Daniel Murphy (Chair), Steve Ferrario (Vice Chair), Mary Burns, Sue Cauthen,
Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey,
Bruce Oka, Cesar Perez, Norman Rolfe, Dorris Vincent, Daniel Weaver, and
Jamison Wieser
(1 Vacancy)

Committees:

Engineering, Maintenance & Safety (EMSC)

Daniel Weaver (Chair), Steve Ferrario, and Bruce Oka

Finance & Administration (FAC)

Daniel Murphy (Chair), Emily Drennen, Griffith Humphrey, and Bruce Oka

Operations & Customer Service Committee (OCSC)

Joan Downey (Chair), Mary F. Burns, Sue Cauthen, Daniel Murphy, and Norman Rolfe

Planning & Marketing Committee (PMC)

Bruce Oka (Chair), Emily Drennen, Norman Rolfe, and Dorris Vincent

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The MTA CAC may be contacted as follows:

Municipal Transportation Agency Citizens' Advisory Council
1 South Van Ness Avenue, 7th Floor – San Francisco, CA 94103-5417
☎(415) 701-4666 FAX (415) 701-4502



**City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)**

AGENDA

**Notice of Regular Meeting and Agenda
for**

**Monday December 4, 2006 at 5:30 p.m.
1 South Van Ness Avenue, Conference Room 7080
San Francisco, California**

Item #	Item	Estimated Time
1.	Call to Order/Roll Call	5:30
2.	Adopt Minutes of November 2, 2006 [Attachment] (Discussion/Action)	5:33
3.	Public Comment - Concerning any issue within the jurisdiction of the Council not on the agenda.	5:35
4.	Report of the Chair (Discussion) Daniel Murphy (MTA CAC Chair)	5:40
5.	Staff Report (Discussion) Janet Michaelson (MTA CAC Staff Liaison)	5:45
Staff-Initiated Items		
6.	STA Fund Expenditure for 3rd Street Shortfall (Discussion) Carter Rohan and/or Sonali Bose	5:50
7.	Proposed Young Adult Fare and Possible Fiscal Impacts (Discussion) Judson True	6:10
8.	CAC Attendance Policy/Proposed Revision of CAC Rules of Order (Discussion)	6:25
9.	Recommendation from a CAC Committee Operations & Customer Service Committee (OCSC) (Discussion/Action) Motion 112006.01 The MTA CAC recommends that MUNI establish an electronic data base that contains "lessons learned" about fleet maintenance and operations for future procurement.	6:40
Council-Initiated Items		
10.	Committee Reports	6:45
11.	Council Members' Questions and Comments	6:50

12.	Agenda planning for the Next Regular Meeting Tentatively Scheduled: Thursday, January 4, 2006, 5:30pm, 1 South Van Ness Avenue, Conference Room 3074	6:55
13.	Adjournment	7:00

Attachments:

Agenda Item #2: Attachment – Minutes from November 2, 2006 meeting

Agenda Item #5: Attachment – Staff Report

Agenda Item # 6: Attachment – MTAB Draft Resolution STA Funds

Agenda Item #8: Attachment – Board Resolution No. 502-06; MTAB Draft Resolution
Attendance Policy; CAC Rules of Order

NOTES:

Notices of meeting and agenda, and minutes are available at the San Francisco Public Library (Main), 100 Larkin Street - Government Section (5th Floor) and on Muni's website at www.sfmuni.com/cac.

Written reports and background materials for calendar items are available for public inspection and copying at 1 South Van Ness Ave, 7th Floor, during regular business hours.

Disability Access

This Meeting will be held at 1 South Van Ness Avenue, Conference Room 7080, San Francisco. From the 1st floor lobby, take the elevator to the 7th Floor.

The meeting location is wheelchair accessible. The closest BART and MUNI Metro station is Civic Center. Accessible MUNI bus lines nearest the meeting location are the 7-Haight, 9-San Bruno, 47-Van Ness, 49-Van Ness/Mission, and the 71-Haight-Noriega, also the F-Market & Wharves (Historic Streetcar Service). For more information about MUNI accessible services, call 415-923-6142. There is accessible on-street vehicle parking available in the vicinity of the meeting location. The Civic Center Garage, entrance on the south side of McAllister Street, between Polk and Larkin Streets, includes bicycle racks in view of a parking attendant.

There is accessible on-street vehicle parking available in the vicinity of the meeting location. A bicycle rack is located outside the main entrance to 1 Dr. Carlton B. Goodlett Place. The Civic Center Garage (entrance on the south side of McAllister Street, between Polk and Larkin Streets) includes bicycle racks in view of a parking attendant.

For assistance with special needs (large print agendas, sign language interpreters, etc.) please contact Janet Martinsen (Staff Liaison) at (415) 701-4666 at least two business days before the meeting.

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Use of Cell Phones, Pagers, and Similar Sound-Producing Electronic Devices

The ringing of and use of cell phones, pagers and similar sound-producing electronic devices are prohibited at this meeting. Please be advised that the Chair may order the removal from the meeting room of any person(s) responsible for the ringing or use of a cell phone, pager, or other similar sound-producing electronic devices.

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Government's duty is to serve the public, reaching its decisions in full view of the public. Commissions, boards, councils, and other agencies of the City and County exist to conduct the peoples' business. This ordinance assures that deliberations are conducted before the people and that City operations are open to the peoples' review.

Written reports and background materials for agenda items are available for public inspection and copying at 1 South Van Ness Avenue, 7th floor, during regular business hours. Notices of Meetings and Agendas are posted on MUNI's Web site at <http://www.sfmuni.com/cac>. Notices of meetings and agendas, and minutes are available at the San Francisco Public Library (Main), 100 Larkin Street - Government Section (5th Floor).

For more information on your rights under the Sunshine Ordinance (Chapter 67 of the San Francisco Administrative Code) or to report a violation of the ordinance, contact Frank Darby by mail at Sunshine Ordinance Task Force, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102-4689; by phone at 415-554-7724; by fax at 415-554-7854 or by e-mail at frank_darby@ci.sf.ca.us.

Individuals interested in obtaining a free copy of the Sunshine Ordinance can request a copy from Mr. Darby or by printing Chapter 67 of the San Francisco Administrative Code from the Internet at <http://www.ci.sf.ca.us/bdsupvrs/sunshine.htm>.

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Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Campaign and Governmental Conduct Code, Section 2.100, to register and report lobbying activity. For more information about the Lobbyist Ordinance, contact the Ethics Commission at 30 Van Ness Avenue, Suite 3900, San Francisco, CA 94102, telephone (415) 581-2300, fax (415) 581-2317, or visit their website at <http://www.ci.sf.ca.us/ethics/>.



**City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (MTA CAC)**

**FINAL MINUTES
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**Monday, December 4, 2006 at 5:30 p.m.
1 South Van Ness Avenue, Conference Room 7080
San Francisco, California**

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1. **Call to Order / Roll Call** (Agenda Item 1). The regular meeting of the Municipal Transportation Agency Citizens' Advisory Council (MTA CAC) was called to order at 5:39 p.m., Monday, December 4, 2006. Daniel Murphy (chair) presided. A quorum was present including the following:

MTA CAC Members Present at Roll Call: Daniel Murphy (Chair), Steve Ferrario (Vice Chair), Mary Burns, Art Cimento, Bruce Oka, Cesar Perez, Norman Rolfe, Daniel Weaver, and Jamison Wieser.

MTA CAC Members Present, but absent at Roll Call: Griffith Humphrey, Dorris Vincent

MTA CAC Absent: Sue Cauthen, Emily Drennen, and Joan Downey.

MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) Present: Judson True (MTA CAC Manager Local Government Relations), Sonali Bose (MTA Finance Director), Carter Rohan (Transportation Planning & Development, Senior Director), and Janet Martinsen (MTA CAC Liaison).

Community Representatives Present: None

2. **Adopt the MTA CAC Minutes of November 2, 2006:**

Motion to adopt the MTA CAC minutes for November 2006 by Bruce Oka.

2nd by Cesar Perez

CAC passed unanimously (Ayes - Murphy (Chair), Ferrario, Mary Burns, Cimento, Oka, Perez, Rolfe, Weaver, and Wieser).

3. **Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:**

None

4. **Report of the Chair:** Daniel Murphy (MTA CAC Chair)



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SFMTA Executive Director/CEO Nathaniel P. Ford, Sr. will be responding in January 2007 to a discussion with Daniel Murphy and Steve Ferrario regarding re-sequencing of trains leaving the Embarcadero Station.

There will be a soft launch of the 3rd Street LRV line on January 13, 2007. Janet Martinsen will be arranging a tour for the CAC of the new 3rd Street line.

5. **Staff Report:** Janet Martinsen

Ms. Martinsen distributed and reviewed the staff report, TEP December Open-House invitation, and the quarterly report.

Staff-Initiated Items

6. **STA Fund Expenditure for 3rd Street Shortfall:** Carter Rohan and Sonali Bose

Mr. Rohan began by distributing the new organization explaining the progress of the merger between the Transportation Planning department with the Development department.

Ms. Bose and Mr. Rohan explained that due to the emergency situation of the Operation deficit, the STA Fund may be redirected toward pressing expenses other than those recommended by the CAC with Motion 092106.02. Mr. Murphy will again present the CAC's recommendations at the December 5, 2006 MTA Board meeting.

On the other hand, items listed on Motion 092106.02 may also qualify for I-Bond money.

7. **Proposed Young Adult Fare and Possible Fiscal Impacts:** Judson True

During the City Operations and Neighborhood Services Committee Supervisors Jake McGoldrick and Sean Elsbernd urged the MTA Board to adopt discount fares for 18 to 24 year-old patrons, based on efforts from Youth Commission, Chairperson Igra Anjum and a group of students.

The program would become part of the MTA budget process. The annual financial impact was estimated to be \$5.7 million. No source had yet been identified for yearly funding.

8. **CAC Attendance Policy/Proposed Revision of CAC Rules of Order:**

A resolution urging each City board, commission, or advisory body to adopt an internal policy regarding members' meeting attendance was adopted by the Board of Supervisors and signed by Mayor Gavin Newsom on August 17, 2006. The SFMTA CAC is an exception since it is a chartered body created by the City Charter and not created by the Board of Supervisor. Mr. Murphy was interested in making proposed amendments to the attendance policy in the MTA CAC Rules of Order. An ad hoc committee was formed with volunteers Daniel Murphy, Dorris Vincent, Bruce Oka, and Mary Burns.

9. **Recommendation from a CAC Committee Operations & Customer Service Committee (OCSC):**

Joan Downey, chairperson of the OCSC committee, was not available for this item. It was decided to continue the item at the next the CAC meeting.

Council-Initiated Items

10. Committee Reports:

EMSC: Mr. Murphy appointed Jamison Wieser to replace Steve Ferrario as a committee member until further notice.

PMC:

- ◆ Bruce Oka highlighted points from a Translink presentation by Jake Avidon. Current software would not support Para transit.
- ◆ Former Mayor Willie Brown has been mediating the dispute between Muni and Taxi regarding Para transit debit card, but there still had not been any progress.

11. Council Members' Questions and Comments:

- ◆ Norman Rolfe commented on fare box coverage.
- ◆ Mary Burns:
 - 30-year-old temporary sheds at West Portal had finally been removed.
 - When will restrooms in Muni Metro station be open again?
 - Ms. Burns E-mailed 3 complaints to Muni Central about a 17 Merced Muni driver, ID number, driver description, who continues to use the wrong lane, a LRV lane at the St. Francis Circle to proceed to Junipero Serra. Janet Martinsen requested Ms. Burns send her a copy of her complaint and she would track it for a response.
- ◆ Daniel Weaver had not received any responses to his complaints during the last year. Janet Martinsen agreed to investigate the complaint response policy.
- ◆ Dorris Vincent, along with other CAC members asked what was the policy regarding restrooms being closed to the public.

12. Agenda Planning for the Next CAC Meeting:

Mr. Murphy will reschedule the January 4, 2007 meeting.

13. Adjournment: 7:45 p.m.

Attachments:

Agenda Item 2 –

- ◆ MTA CAC minutes for November 2006.

Agenda Item 5 –

- ◆ December 2006 Staff Report.
- ◆ TEP Transit Effectiveness Project Open House invitation for December 2006.

Agenda Item 6 –

- ◆ Resolution authorizing the MTA to accept and expend \$25 million of STA funds.
- ◆ FY07 Organization Chart merging the Transportation Planning department with the Development department.

Municipal Transportation Agency
Citizens' Advisory Council
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Agenda Item 7 –

- ♦ August 15, 2006 resolution adopted by the BOS regarding Committee Attendance Policy.
- ♦ MTA CAC Rules of Order.

